

BUS & COACH BUYER

30 JANUARY 1998 | ISSUE 444

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fridge, courier seat. (Choice of 3) - £95,000
- ◆ 1994 M.A.N. Castano / Algarve II - 35 reclining
seats, courier seat, Radio/PA, full length rear exit.
Low mileage, long M.O.T. - £85,000
- ◆ 1994 Volvo / Jondheere - 49 reclining seats,
fixed foot rests, rear mounted toilet, water boiler,
fridge, driver's fan, Radio/PA, courier seat, long
M.O.T. - £127,500
- ◆ 1994 Volvo B 10/M - Plaxton Premier 3500 - 50
reclining seats, seat belts, toilet, water boiler,
TV/Video, Radio/PA, air conditioning, foot rests,
double glazed. (Choice of 4 different colours) -
£129,500
- ◆ 1994 Scania / Irazar Century - 49 reclining seats,
retarder, air conditioning, TV/Video, Radio/PA,
driver's bunk, drinks machine, rear sunken toilet,
fridge, Webasto and timer, foot rests, aluminium
wheels. - £130,000
- ◆ 1995 M.A.N. / Castano Algarve - 53 seats,
double glazed, crew seat, low driver's position,
Radio/PA, foot rests. - £99,000

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New chief executive for Stagecoach
BAA invest in public transport
Actia - Multiplexed electronics



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VOLVOS

1993 VOLVO B10M PLAXTON PREMIERE, 46 reclining seats, servery, including coolbox, fridge, boiler, toilet, ABS, d/glazed, radio/PA**£89,950**

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1988 VOLVO B10M JONCKHEERE JUBILEE 599, (Deauville front and rear), 51 retrimmed reclining seats, courier, rear sunken toilet/continental door, boiler, radio/PA/TV, exceptional**£59,500**

1988 VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier seat, centre demountable toilet/continental door, radio/pa**£57,500**

1988 F VOLVO B9M PLAXTON PARAMOUNT 3200, 35 reclining seats, 2 tables, Pannier lockers, radio/pa**£50,000**

1983 VOLVO B10M VAN HOOL ALIZEE, 49 retrimmed reclining seats, courier, centre sunken toilet/continental door, radio/PA, immaculate**£32,500**

1980 VOLVO B58 PLAXTON SUPREME, 57 new retrimmed seats, belts, Bristol dome, POD, clean**£12,000**

OTHERS

1989 KASSBOHRER SETRA S210, HD 31/35 reclining seats, centre sunken toilet, continental door, radio/PA, two's TV, rear servery, boiler, & fridge, immaculate**£67,500**

1991 H MAN 10-180 CAETANO ALGARVE, 32 reclining seats, courier seat, rear continental door, rear toilet, curtains, fridge, boiler, radio/PA, New test**£57,500**

1988 PP SCANIA K112 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier, centre sunken toilet/continental door, d/glazed, TV, boiler**£55,000**

1990 H DENNIS JAVELIN 8.5 DUPL 320, 39 seater, fitted with Ratcliffe side lift, tracking for seven wheelchairs and seven seated passengers, absolutely mint, only 97,000kms**£47,500**

1987 LEYLAND TIGER 260 DUPL 320, 50 retrimmed reclining seats, toilet, servery, radio/PA/TV, new test, absolutely mint**£32,500**

1992 K MERCEDES 814 OPTARE STARRIDER, coach, 27 Fainsa seats, power operated express doors, radio, large boot, new recon engine**£26,000**

1982 LEYLAND TIGER PLAXTON SUPREME IV, 50 reclining seats, belts, POD, radio/pa**£11,000**

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1984 MERCEDES 608, 18 seats, dual purpose bus, POD**£3,500**

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1995 (November) IVECO EUROMIDI INDCAR ECO-3

35 seats (30 reclining and 5 fixed at rear), grey/orange moquette, complete with seat belts, tinted side windows, curtains, AIR CONDITIONING, continental door, coffee machine, wired TV/video, power entrance door, finished silver/yellow/orange. M.O.T. OCTOBER 1998

1995 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, grey graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows with pull-down blinds, courier seat, wired TV/video, power entrance door, finished all white. M.O.T. OCTOBER 1998

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

48/50 recliners, beige/orange moquette, rear sunken demountable toilet, continental door, SUTRAK AIR CONDITIONING, double glazed tinted side windows with blinds and decorative curtains, aircraft style lockers to hatracks, courier seat, fully carpeted, no rear window, Eberspacher pre-heater, TELMA retarder, power entrance door, finished cream. M.O.T. FEB. 1998

1992 SCANIA K93 CRB VAN HOOL ALIZEE-H 12M

51/55 recliners, beige/orange moquette, centre sunken demountable toilet, continental door, tinted side windows, curtains, courier seat, water boiler, Webasto pre-heater, wired TV/video, finished all white. M.O.T. MARCH 1998

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white. M.O.T. OCT. 1998

1991 (August) DAF MB230 VAN HOOL ALIZEE-H 12M

44/46 recliners, grey moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, TV monitor, wired for video, seat belts, servery at rear with double fridge, water boiler, sink, microwave oven and coffee machine, Webasto pre-heater, power entrance door, finished all white. M.O.T. AUGUST 1998

1991 VOLVO B10M VAN HOOL ALIZEE-DH 12M

53 recliners, brown/orange moquette, double glazed tinted side windows with pull-down blinds, seat belts to all seats, courier seat, power entrance door, TELMA retarder, automatic chassis lubrication system, finished all white. CHOICE OF 7 M.O.T. OCTOBER 1998

1990 VOLVO B9M PLAXTON PARAMOUNT 3200

40 recliners, orange/black moquette, double glazed tinted side windows with pull-down blinds, courier seat, Eberspacher pre-heater, power entrance door, finished white/orange. M.O.T. DECEMBER 1998

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 recliners trimmed in grey/blue moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, seat belts to all seats, water boiler, power entrance door, finished white/grey/pink. M.O.T. JANUARY 1999

1989 (August) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, brown/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, finished white/blue. M.O.T. FEBRUARY 1999

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

49 recliners, grey/blue moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, water boiler, coolbox, wired TV/video, power entrance door, finished all white. M.O.T. FEBRUARY 1999

1989 SCANIA K113 PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, aircraft style lockers to hatracks, water boiler, fridge, wired TV/video, TELMA retarder, finished all white. M.O.T. APRIL 1998

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1990 LEYLAND TIGER Plaxton Paramount 3500

C/2301/02

51 Reclining seats with arm rests, Rear saloon toilet, Rear continental door.

1991 VOLVO B10M AUTO Van Hool Alizee

C/2301/03

49 Reclining seats with arm rests, Courier seat, Centre demountable toilet, Centre continental door, Double glazing, Moquette to roof, Seat belts, Water boiler, Radio & PA system.

1991 VOLVO B10M Plaxton Paramount 3500

C/2301/04

57 Reclining seats with arm rests, Moquette to roof, Seatbelts. Wide Selection Available.

1992 SCANIA K93 Van Hool Alizee

C/2301/05

55 Reclining seats with arm rests, Courier seat, Power Door, Drivers Fan, Seat Belts.

1994 VOLVO B10M Plaxton Premiere 350

C/2301/06

49 Reclining seats with arm rests, AIR CONDITIONING, Courier seat, Centre demountable toilet, Centre continental door, Double glazing.

1994 VOLVO B10M Plaxton Excalibur

C/2301/07

50 Reclining seats with arm rests, Tebna retarder, Rear Continental door, Double glazing, Seat belts, Radio & PA system, Curtains.

1996 VOLVO B10M Plaxton Premiere 350

C/2301/08

48 Reclining seats with arm rests, Courier seat, AIR CONDITIONING, Rear sunken toilet, Rear continental door, Moquette to roof, Double glazing, Radio & PA system.

KIRKBY

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Letters

Seat belts - not much change

From: Tim Jennings
Director, Somerbus Ltd
64 Brookside, Paulton
Bristol, BS39 7YR.

Following your recent publication of my letter regarding proposed seat belt MoT testing, I received yesterday a copy of the amended details for seat belt checks from the DETR. Unlike some commentators who believe the Government has 'backed off', I can see few changes, and still fewer which will be helpful to operators.

The obvious change is that the MoT testing of seat belts has been deferred until 1 August from the proposed 10 February. This will allow the DoT to train their testing staff and gives operators time to undertake the many modifications which may well be required. There is a sting in the tail, however, as seat belts will also become

a target for roadside enforcement from 1 August; any vehicles found to have sub-standard installations after this date may be subject to a prohibition.

The other main change is that drilling of tubular steel seat frames to allow belts to be bolted to the frame (i.e. Van Hool) will be accepted where 'a manufacturer has approved the installation and the operator presents a certificate issued by the manufacturer or its agent declaring that the installation is satisfactory.' To be useful, this clause obviously relies on a good deal of co-operation from the manufacturer and dealers. The only vehicles which will be exempted from needing the additional installation check are those which have been given type-approval - this basically means only factory built

minibuses from Ford (new generation 11/15 seat Transits built from 10/91 onwards) and some later LDVs. Any other certificate to show that a seat belt installation meets ECE regulation 14 or Community Directive 76/115 may be deemed helpful, but will NOT replace the need for an installation check.

The other major change to the requirements is one which will result in considerable extra modification. Where seats are fitted on tubular H frame legs with the seat belts mounted to the frame, as well as butressing the rear foot it will now be necessary to fit a diagonal brace (see diagram 6). There can be few minibuses which will not require major engineering.

The rest of the requirements are much as published in the consultation document - strengthening brackets will be needed on

Dominant seats, Supreme seats on claw-foot tracking will need the rear foot bolting through the floor, and any bolts not fitted to a substantial structure will require spreading plates.

The DETR are promising to send an advice leaflet shortly to as many operators as possible. A training video for MoT testers is also available from the VI for £11 (Tel: 0117 954 3291). Test stations may be able to carry out pre-MoT checks prior to August. I would urge operators who do not want to fail MoTs to make use of these offers.

Perhaps the only slight good news from this is that the regulations will, for once, apply to all vehicles carrying children, not just PSVs. This could well result in many of the elderly vehicles operated by youth groups being removed from the road.

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News

New chief executive for Stagecoach

Stagecoach Holdings has announced the appointment of Mike Kinski as group chief executive, effective from 20 April 1998. Mike, 45, joined the board of Stagecoach as a non-executive director in July 1997 and is presently a main board director of Scottish Power Plc - chief executive of the group's power distribution and water operations throughout the UK. He is also chairman of the group's subsidiaries, including Southern Water and Manweb.

Mike's duties at Stagecoach will include full executive responsibility for running the group's operations and acting as chair of

the executive committee. His appointment will enable Brian Souter, chairman of Stagecoach, to give greater attention to business development opportunities in the UK and overseas.

Commenting on the announcement, Brian Souter said, 'The appointment of Mike Kinski as chief executive will strengthen the existing management team and provide us with the structure and skills to continue the development of Stagecoach as a truly global transport company.'

Mike Kinski added, 'I am delighted to be joining Stagecoach at such an interesting stage in its develop-

ment. Having spent over five years with Scottish Power supporting the development of the company into one of the largest and most successful utility businesses in the UK, I now look forward to applying my skills and experience in another quality organisation with ambitious growth plans. My priorities will involve working closely with the management team to continue to improve the performance of our existing businesses, with a particular focus on customer service, as well as supporting Brian in the future development of the group.'

First 0405Ns imminent

The first UK deliveries of the Mercedes Benz 0405N are imminent. The initial vehicles from a batch of 100 for Travel West Midlands have been noted at the Birmingham premises of Gerrard Mann, the Mercedes dealership where they are understood to be undergoing pre delivery inspection prior to handover to TWM. Bodywork on the buses has been completed by UVG.

Red turns blue!

Midland Red Stevensons is losing its recently amalgamated red and yellow livery to the new turquoise and sandstone colours of Arriva's corporate image. The move coincides with the introduction of new vehicles which start operating services on 2 February.

Five of the new buses, Dennis Dart SLF Plaxton Pointers, will be operating on the Burton Line 15 route, seven are beginning a new easy access service in Shrewsbury - part of a quality partnership arrangement with Shropshire County Council and Atcham Borough Council, and eight will be operating route 9 in Stafford - another quality partnership initiative between Midland Red, Staffordshire County Council and Stafford Borough Council.



One of the new Dennis Dart SLFs in Arriva livery.

New premises for County Bus

County Bus, the growing Staffordshire based operation owned by Martin Sherratt and Kevin Jones, has just moved into the former Leons Coaches depot at Seighford which is nearer to Stafford than the previous headquarters at Swynnerton. The Swynnerton depot has been retained and is at present occupied by three of the engineering staff.

County Bus has grown rapidly since it was formed in December 1996. From a fleet of 12 sixteen seat minibuses it has grown to operate 35 vehicles of between 16 and 62 seats. Thirty five drivers are based at Seighford and a further 14 at a facility in the Meir area of Stoke on Trent where 12 sixteen seaters are allocated.

The company operates a number of stage carriage services in Stafford, competing with the Midland Red North subsidiary of Arriva. Last September it won 14 tendered

school contracts for Staffordshire and has also won two Shropshire contracts for which a Wright Crusader bodied Dart SLF and a 31 seat Mercedes Plaxton Beaver have been acquired. Among the vehicles employed on contract work are no less than five Willowbrook Warrior rebodies.

Kevin Jones also runs the similarly expansive Pete's Travel operation which is a completely separate business.

Leons Coaches, the former occupiers of the Seighford site, have moved to new premises on the Tollgate Industrial Estate, Stafford.



A County Bus Mercedes.



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Front Cover: Leicester Carriage Builders has the NPR 6.2 Isuzu Marlin available with 24 seats and unlimited mileage warranty.

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News

Moseley MAN support

Alf Moseley Continental, MAN's main UK distributor, has appointed Marcus Worth to the newly created position of national after-sales manager - MAN products. Marcus was previously trained as a vehicle engineer by the Moseley Group and rejoins the company from Altruck Plc, where he was operations manager responsible for fleet repair, maintenance contracts, customer services and vehicle operation for the Eastern region.

Commenting on the appointment, Moseley Group MD Vernon Edwards said: 'This new position within our Bus & Coach Division has been developed in conjunction with the MAN parent company to complement their own after-sales activity. We will not only have an effective member of our team to take ownership and control of a problem, but also ensure that strong links are developed between ourselves as the distributor, our customer, and MAN, all of which are essen-

tial in delivering total customer satisfaction with the MAN product. Our objective is to provide a responsive after-sales support second to none.

Carrot for the Greens

Transport Minister Baroness Helene Hayman has announced proposals to cut the rate of Vehicle Excise Duty for buses and trucks with clean engines. The move has been brought about as a result of consultations held last year and the levels of reduction are to be announced in the 1998 Budget.

Baroness Hayman said, 'This move is aimed at encouraging operators to 'think green' when they are buying and maintaining their vehicles, and is a key part of our EU Presidency aim to tackle the damaging impact of transport on the environment.

CPT calls for more bus lanes

Signs that buses are still far less attractive as an alternative to cars has come to light in a the Annual Lex Report on Motoring. Findings from the report indicate most car drivers (93%) would prefer to sit in traffic jams even if journey times were doubled!

Commenting on the findings, Veronica Palmer, director general of CPT UK, said: 'Frankly, it is no surprise that car drivers don't want to switch to buses when we're all stuck in the same mess. Why should they? The only way to make a difference is to take buses out of the jams - and that means bus priority measures. When car drivers see buses speeding past them on the inside lane whilst they stew in traffic I think they'll sing a different tune. Bus lanes are relatively cheap, easy to plan and very effective. The Lex statistics prove many more are needed before people get the message.'

Vandalism in Cheshire

Nova Scotia Travel of Winsford, Cheshire has had six buses written off and four more damaged in an attack of vandalism. It happened early in the morning of Monday 19 January at a site which the company had only recently occupied. In total Nova Scotia operates 45 buses and minibuses on stage carriage services and tenders for Cheshire County Council.

Andy Gilligan of Nova Scotia praised the efforts of Norwich Union Insurance, the police and the local authority saying they were 'Wonderful'. He added, 'I'd like to thank everyone for all they've done to get us back on the road.'

The vehicles written off were three Leyland Nationals and three double deckers. Replacements for two vehicles were found on the day of the crime and disruption to services was kept to a minimum. Police have arrested two people in connection with the incident.

OUT ON ITS

Solo

News

CSM safety system passes M2 test

CSM Minibuses of Thornton Cleveleys, with assistance from Dudley Council, has developed a minibus safety system, based on the LDV 400, which has passed M2 tests at MIRA. The certification covers the new Convoy, which shares the same floor pan, and was also found to work on an elderly Freight Rover 300 - possibly the worst case scenario for attempting to install proper seat mountings.

Stuart Staff of CSM said: 'This has been an expensive exercise and we could not have done it without the help of Dudley Council who have given us a lot of backing to make this project work. On the strength of gaining MIRA's approval we have taken orders for seven vehicles from Dudley Council and 238 special VW Transporters for Coca Cola. The system is based on the thickness of the vehicle's floor and because it worked on the Freight Rover

we, and MIRA, are confident that it will be more than adequate for modern minibuses as they are being made much more substantially than in the past. I have not been too impressed by many of the so-called M2 systems because the majority are not pulled in the whole vehicle, they pulled on a flat surface and it doesn't bear any direct relationship to situations on the road. As a result of gaining MIRA approval things have gone mad, our phones have not stopped ringing and we are working seven days a week.'

Quality Partnership conference

A one-day conference entitled 'Quality Partnerships - New Transport, New Millennium' is to be held at Manchester Airport on 24 February. The keynote speech is to be delivered by Transport Minister Glenda Jackson and a speaker from the EC Transport Directive has also been invited to offer the European Perspective. Other sessions will be given by Ben Colson - commercial director of Stagecoach Manchester, Geoff Muirhead - chief executive of Manchester Airport, Howard Bernstein -

Manchester Taskforce, Peter Kelly of WS Atkins and either Bill Tyson or Nick Vaughn from GMPTE.

The fee for attending the conference includes the complete set of notes, lunch and refreshments. Including VAT the rates are £199.75 for a full delegate, £176.25 for CIT members and 20 places have been allocated to accredited students at £32.25. For details contact Roy Chapman at TDT Conferences, Lynwood House, 7 Lynwood Grove, Stockport SK4 5DP. Telephone/fax 0161 442 5953.

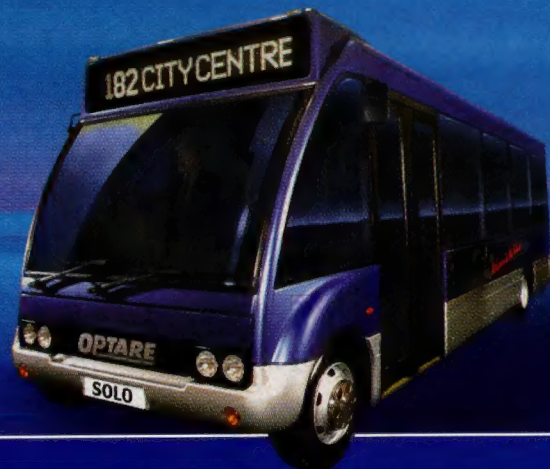
Speedlink repeat DAF/Plaxton order

Speedlink Airport Services has placed a repeat order for DAF/Plaxton coaches. The new vehicles, five in all, will be based on SB3000WS chassis and feature fully automatic transmission. They will have 51 seat Plaxton Premiere 350 bodies with air conditioning - the first time this feature has

appeared on Speedlink coaches. All will be used alongside 11 similar vehicles on the 200 mile Jetlink service from Norwich to Brighton, via Stansted, Heathrow and Gatwick airports. Steve Perks, Speedlink's fleet engineer, said: 'We looked at the features and prices of chassis on the market

before placing this order. The main chassis are much of a muchness on price but we are finding better fuel consumption with our DAFs than with comparable coaches in the fleet. The rear engine layout was also a major consideration because it provides us with plenty of luggage space.'

OWN.



Optare's new Solo low-floor bus is in a class of its own. A step height of just 250 mm, without kneeling, makes it the lowest of the low-floor buses. Yet it has one of the highest specifications. It's the first UK bus, for example, with a full multiplexed electrical system allowing swift and efficient maintenance through diagnostics.

The Mercedes-Benz powered Solo comes in two lengths, 8.5 metres and 9.2 metres with 33 and 37 seats respectively. Innovative styling and air suspension optimises passenger comfort. And it goes without saying that it meets all anticipated DDA legislation.

All round there isn't a bus on the road to touch it. That's why we call it Solo.

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HIGH QUALITY USED COACHES

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1993 K SETRA S215HD, 49R, toilet, air conditioning
1993 K DENNIS, Berkhof Excellence, 51R, toilet
1993 K VOLVO B10M, Jonckheere Deauville, 53R
1992 K VOLVO B10M, Jonckheere Deauville, 53R
1992 J DAF SB2305, Plaxton 3200 DH, 53R
1992 J DAF SB2305, Van Hool Alizee DH, 51R, toilet
1992 J DAF SB2305 DHTD Duple 320SL, 57R
1990 G DAF MB230 LT, Plaxton 3500, 49R, toilet
1990 G DAF SB3000, Van Hool Alizee SH, 49R, toilet
1990 G VOLVO B10M, Plaxton 3500, 51R, toilet
1990 G VOLVO B10M, Plaxton 3500, 49R, toilet
1990 G DAF SB3000, Plaxton 3500, 51R, toilet
1989 G BOVA Futura, 51R, toilet
1989 PP BOVA Futura, 49R, toilet
1989 F DAF SB2300 Van Hool Alizee DH, 51R, toilet
1989 F VOLVO B10M, Plaxton 3500, 53R
1989 F DAF SB3000, Van Hool Alizee, 49R, toilet
1989 F VOLVO B10M, Van Hool Alizee H, 53R
1989 F DAF SB3000, Plaxton 3500, 51R, toilet
1988 F DAF SB3000, Van Hool Alizee SH, 49R, toilet
1988 E VOLVO B10M, Plaxton 3500, 49R, toilet
1988 PP LAG, Panoramic, 49R, toilet
1988 PP BOVA Futura, 49R, toilet
1988 PP DAF SB3000, Van Hool Alizee DH, 51R, toilet
1988 E VOLVO B10M Van Hool Alizee H, 53R
1988 E VOLVO B10M Van Hool Alizee H, 49R, toilet
1987 PP DAF SB2300, Plaxton 3500, 53R, air conditioning
1987 D DAF SB2300, Van Hool Alizee H, 49R, toilet
1987 D DAF SB2300, Plaxton 3500, 49R, toilet
1985 B DAF 2300 Plaxton 3200, 53E

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1996 N DAF SB3000WS, Plaxton 350, 53R
1996 N DAF SB3000WS, Van Hool Alizee H, 51R, toilet
1996 N DAF SB3000WS, Van Hool Alizee H, 49R, toilet, air conditioning
1996 N EOS 90, 49R, toilet, air conditioning
1995 M DAF SB3000WS, Van Hool Alizee DH, 51R, toilet
1995 M EOS 90, 49R, toilet, air conditioning
1995 M DAF SB3000WS, Van Hool Alizee H, 51R, toilet
1994 L EOS 90, 49R, toilet
1994 L DAF SB3000WS, Van Hool Alizee DH, 51R, toilet
1994 L DAF SB3000WS, Van Hool Alizee H, 51R, toilet
1994 L EOS 90, 49R, toilet, air conditioning
1994 L DAF MB230LT, Van Hool Alizee H, 51R, toilet
1992 J DAF MB230LB, Van Hool Alizee H, 51R, toilet
1992 J DAF SB3000, Auto Van Hool Alizee H, 51R, toilet
1992 J DAF SB3000, Van Hool Alizee DH, 51R, toilet
1990 G DAF SB2300 DHS, Van Hool Alizee DH, 51R, toilet
1989 F DAF SB3000, Van Hool Alizee SH, 53R
1989 F DAF SB2300, Van Hool Alizee DH, 53R
1989 F DAF SB2300, Van Hool Alizee SH, 49R, toilet
1989 F DAF MB230LT, Plaxton 3500, 51R, toilet
1989 F DAF MB230LB, Plaxton 3500, 51R, toilet
1988 E DAF MB230LT, Plaxton 3500, 53R, toilet

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- 1997 P DENNIS DART, 10m Wrights Crusader, 39 Str, wheelchair and buggy
1995 N/M DAF SB220, Northern Counties Paladin, 49 Str
1995 M DAF SB220, Ikarus Citibus, 49 Str
1992 K DAF SB220, Ikarus Citibus, 49 Str
1992 J DAF SB220, Ikarus Citibus, 42 coach seats
1997 P DENNIS DART, 10m Plaxton Pointer, 39 seater

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Thornes Motor Services

'Let us coach you in style'

There aren't many family run coach operators that can lay claim to having their own crest but Thornes of Bubwith is one. It is a right forearm bearing a sword and is underpinned by the word 'forward,' a word which aptly sums up the approach to running the business by Philip Thornes and his wife Christine. Philip is quite clear in his view that success comes from focusing on what you are good at and developing your own niche. As he explained to B&CB on a recent visit, 'We shouldn't just eye up the competition and try to beat it on price. Maturity in the market could even see operators confident enough to sit side by side and pass on business to whoever is best suited to fulfil the work,' he contended.

Philip joined the business in the mid-1960s. He was just eight months old when his father bought his first bus. 'However' he said recently, 'I left school in 1966 and joined Thornes on a temporary basis until I decided what career I wanted to follow, I'm still pondering. Who knows, if I like it I might decide to stay on a bit longer.' It is the sentiment of



The largest single order for new vehicles was for three Volvo B10Ms delivered in January 1995.

a modest man who has an understanding of the industry.

A respected name

Both Philip and Christine agree that, for Thornes, the company's speciality is identifying its clients' needs. The family has worked hard at understanding its market since Philip's father Jack bought his first coach, a 1936 Bedford WTB 25 seater to carry local children to school following the introduction of the 1944 Education Act. A number of other small local concerns which flourished in

the post war transport boom have long since disappeared, whilst Thornes has steadily developed its business by a process of 'gradual evolution' as Philip described it.

Jack had established himself at Derwent Garage, Bubwith in 1949 and started a taxi service using a Rolls Royce Phantom 2. The arrival of the Bedford generated private hire and was quickly followed by a move into local stage work when the Holme-on-Spalding Moor-Bubwith-Selby service of York Pullman was taken over along with

some excursion licences. It is still operated today, usually with a Leyland Sherpa or Ford Transit minibus, the latter being the first and only Ford in the fleet. Jack was never really impressed with the PSV products of Ford.

Following bus deregulation a new service was introduced on behalf of Humberside County Council. Dubbed the Jungle Bus, it ran on Thursday evenings taking children to Boothferry leisure centre in Goole. This operation has since developed into a Tuesday morning service between Holme-on-Spalding Moor, Bubwith and Goole. Elderly people use the service to pay their rates at the nearby council offices and it is popular in the school holidays because vouchers offered to passengers give a discounted entry into the swimming pool at the leisure centre.

School commitments play an important part in Thornes operations with 13 vehicles going out on service both morning and afternoon on behalf of East Riding and North Yorkshire councils. A new service started in November 1995 is a Friday



A photostop at Queensferry with the Harrington bodied Seddon.

BERKHOFs IN BUILD

- ★ **RADIAL ON DENNIS JAVELIN 245** with 53 recliners, double glazing, etc
- ★ **AXIAL ON VOLVO B10M GL** with 51 recliners, centre sunken toilet, fridge, hot water boiler, double glazing, Webasto, with and without Suttrak air conditioning
- ★ **AXIAL ON VOLVO B10M GL** with 53 recliners, centre continental door, double glazing, Webasto
- ★ **AXIAL ON DENNIS JAVELIN GX** with 51 recliners, and sunken toilet or 53 recliners, rear continental door, double glazing with or without Suttrak air conditioning
- ★ **AXIAL ON DENNIS JAVELIN 10 METRE**, with 43 recliners, double glazing with and without Suttrak air conditioning

USED COACHES

- 1997 LEYLAND DAF CRYSTALS CONVERSION, 16 seats, seat belts, radio/tape, grey/blue interior, exterior white, MoT 10/12/98£14,000
- 1995 (OCT) MAN 11.190 CAETANO ALGARVE, 35 recliners, rear continental door, double glazing, crew seat, radio/tape/PA, MoT 3/10/98£86,000
- 1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, 53 recliners, double glazing, crew seat, rear continental door, exterior blue / white / gold, MoT 3/12/98£109,500
- 1995 TOYOTA OPTIMO, 18 recliners, large boot, tinted windows, radio/tape/PA, curtains, interior grey/red, MoT 9/11/98£45,000
- 1994 LDV 400 OLYMPUS COACHCRAFT, high roof, 16 coach seats, 3 point seat belts, luggage racks, radio/tape/PA/video/Monitor, tinted windows, grey cord interior, graffiti moquette, exterior beige, MoT 15/9/98£12,750
- 1994 BOVA FUTURA FHD, 53 recliners, crew seat, seat belts, rear continental door, double glazing, interior grey, exterior white, MoT 1/4/98£112,000
- 1994 BOVA FUTURA CLUB, 53 recliners, rear continental door, double glazed, crew seat, grey interior, exterior white, MoT 8/12/98£95,000
- 1991 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, seat belts all seats, double glazing, adjustable footrests, ZF auto gearbox, exterior white/blue/red, interior brown/orange£73,000
- 1990 BOVA FUTURA FHD, 49 recliners, seat belts, crew seat, double glazed, fridge, centre sunken toilet, boiler, MoT 11/11/98£68,000
- 1990 VOLVO B10M JONCKHEERE DEAUVILLE, 53 recliners, crew seat, seat belts, double glazing, peage window, radio/tape/PA, interior grey, exterior white/blue MoT 20/3/98£77,500
- 1989 SCANIA K112 PLAXTON PARAMOUNT 3500, 51 recliners, crew seat, double glazed, Telma, sunken toilet, centre continental door, fridge, boiler, splitter gearbox, fawn/orange interior, MoT 12/2/98£62,500
- 1989 (OCT) VOLVO B10M IKARUS BLUE DANUBE, 53 recliners, crew seat, double glazing, radio/tape/PA, fawn interior, exterior white, MoT 9/98£52,500
- 1988 LEYLAND TIGER 290 DUPLÉ 340, 55 recliners, seat belts all seats, radio/tape/PA, Telma retarder, drivers fan, rear continental door, Cummins L10 engine, manual gearbox, grey interior, MoT 2/2/98£39,000
- 1987 (OCT) FREIGHT ROVER SHERPA CARLYLE, 20 seat + 4 standees bus, moquette seats, fawn/orange interior, exterior white, MoT 18.9.98£3,750
- 1987 VOLVO B10M VAN HOOL ALIZEE, 53 recliners, double glazing, side window blinds, Telma retarder, crew seat, grey/blue interior, exterior white, unsignedwritten, MoT 24/7/98£59,500
- 1987 (SEPT) DAF SB2300 DHS PLAXTON 3200 LOW DRIVER, 53 recliners, seat belts all seats, tinted windows, radio/tape/PA, MoT 6/11/98£35,000
- 1987 (E) LEYLAND TIGER DUPLÉ 320, 57 seats, seat belts all seats, power door, kerb window, radio/tape/PA, MoT 4/6/98£32,500
- 1986 (D) DAF MB230 PLAXTON 3500, 49 recliners, rear sunken toilet, interior fawn/brown, exterior yellow/blue, MoT 18/6/98£29,500
- 1985 BEDFORD YNT DUPLÉ LASER II, 53 seats, crew seat, power door, side lockers, seat belts all seats, fawn interior MoT 20/1/98£15,000
- 1985 LEYLAND TIGER DUPLÉ CARIBBEAN, 51 recliners, rear continental door, seat belts, double glazing, radio/tape/PA, MoT 26/1/99£22,500
- 1984 VOLVO B10M VAN ROOIJEN ODYSSEY, 49 recliners, crew seat, rear sunken toilet, continental door, seat belts all seats, MoT 4/9/98£19,500
- 1983 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 48 recliners, crew seat, rear continental door, seat belts all seats, sunken toilet, interior fawn/brown/red, exterior deep cream/orange/green, MoT 16/12/98£25,000

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Alan Middleton 0370 735223/01509 852624
AFTER HOURS SERVICE: Mick Rust 0836 232800

Operator Focus



Thornes first new coach was this 45 seat Bedford YRQ which is seen tackling Staxton Hill upon collection from Plaxton in June 1972.

market day route linking Bubwith with Market Weighton. Four East Lancs bodied Atlanteans formerly with the Blackpool and Preston municipalities are used on schools backed up by a Volvo B58 Duple Dominant 63 seater bus, a refurbished Plaxton Derwent bodied AEC Reliance, a Plaxton bodied Bristol LHS and a Perkins Phaser engined Bedford YMT.

Thornes is heavily involved in private hire work. The company has been delivering quality service to local groups and organisations for many decades and a computerised booking system has been used for the past ten years. One annual commitment which takes place in July is an outing to Bridlington calling for around fifteen coaches. This has been operated for 21 years and used to necessitate hiring in from other operators. However since 1987 additional capacity has been available from sister company Independent Coachways based at Horsforth near Leeds and this has enabled the outing to be carried out 'in house.'

Going Independent

The Independent connection dates back to the mid-1980s when Philip was

looking for a new opportunity. For some years, Thornes had been using the Storno two way radio system to keep in touch with its drivers. He and Christine recalled that operators all had to use the same frequency, Channel One, and because of the vagaries of the system the range of the transmitter varied depending on weather conditions. The voice of Tony Edwards at Independent Coachways could often be clearly heard across the air waves and he would regularly pass messages on to Thornes drivers if they were out of range of their home transmitter.

When Independent came onto the market in 1987, following Tony Edwards illness, it represented an interesting opportunity and negotiations were opened. Independent had been in business for 20 years and was famous for its Leyland Plaxton rebuilds, not least a rear-engined Leopard which is believed to be still in service in the Irish Republic. In the event Philip, Christine and Jack bought the business which brought three Daimler Fleetlines, five Bristol REs, three Volvo B58s and a Bova into the fleet, doubling it in size overnight. The double deckers were quickly disposed of. However the Bristols were to give many



The newest coach in the Independent fleet is a Premiere 320 bodied Volvo B10M delivered in September last year.

Operator Focus

years valued service, with the last departing only a year ago.

The Independent operation has become highly standardised under General Manager, Barry Rennison. The Bova and the older Volvos have been progressively replaced by B10Ms with either Plaxton Paramount 3200 or Premiere 320 coachwork. The newest of the all-Plaxton fleet of 13 is an R-registered Premiere 320 with 53 seats. Standardisation on Plaxton was made possible by the introduction of seven secondhand Bustler bodied Scania K112s bought in 1995. They were purchased from Ensign Bus having previously served British Airways on airside work. Originally built with two nearside doors and one on the offside, five were converted to front entrance only by the London dealer with the others being modified by M & H Coachworks of Leeds. Each was up-seated from either 33 or 41 to 49 using seats from Thornes stock and retrimmed by Eastgate Coach Trimmers of Pickering. One of the buses is fitted with a wheelchair lift.

Offering flexibility

Although Thornes Motor Services and Independent Coachways are separate companies, the fleets carry the same livery and are numbered into the same fleet number sequence.

Last year Thornes produced an attractive little 'DL' folded leaflet which gives a colour picture and full description of the features available on each of the front-line Bubwith coaches. It has proved to be a useful way of highlighting to customers which vehicle would be best suited to their needs.

The touring business can be traced back to the 1950s when private parties were taken on Blackpool weekends. In 1977, despite objections from Wallace Arnold and the National Bus Company, Thornes obtained a continental tours licence for three trips a year which enabled them to run to the Dutch bulb fields, Paris and Brittany. However, two factors brought about real expansion in 1980 when the introduction of coach deregulation coincided with the ending of a long running Ministry of Defence contract to the Ordinance Supply Depot at Barlow near Selby. This released three nearly new



Spirit of Drumcondra, the Volvo B10M SE prototype taking part in the 1996 UK Coach Rally.

coaches for tour work.

Christine busily set about building on the continental tour base to put together a British programme as well. She found that the local market was hungry for tours and the company launched its new programme for the 1981 season. Until 1985/6 patronage was very high. Over the years, Thornes have seen older clients replaced by newer generations. When recession hit in the early 1990s loadings tended to fluctuate as clients tended to spend more conservatively. However a small touring programme is still offered, last year covering 11 different destinations including Orkney and Shetland, the Irish Republic and France.

An interesting development brought about by a long association with the Hotel Deauville in Newquay was the allocation of one of Independent's Volvos to Newquay throughout last season. Thornes had been organising trips to the Deauville since 1986. Four years ago, with the aim of stabilising its own market, the hotel had become involved in offering

its own tours using vehicles supplied by local operators. Impressed by the high quality vehicles Thornes was sending to the resort, the two parties came to an agreement. The Bubwith company consequently despatched a newly refurbished coach from the Independent fleet to Cornwall carrying Hotel Deauville identities. The arrangement is continuing in 1998.

Vehicles to suit

Each of Thornes vehicles has a name. Usually on the 'Derwent' theme, after the river running through Bubwith. Philip remembers, that as a teenager, he used to see the lorries of Robsons of Carlisle, a well known haulier with a named fleet and the idea came from this. It's a personal touch which he finds works well. School children refer to the coaches by name as do tour party members. The family regularly receive visits from customers who have returned from holiday keen to show them their holiday photographs. They remembered with a smile one man who had clearly been sitting near the back of the



Thornes' Plaxton Derwent bodied AEC Reliance.

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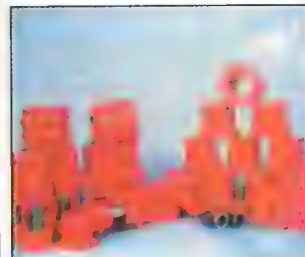
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Operator Focus

coach because the words 'Emergency Exit' could be seen in the centre of many of his pictures.

The flagship of today's fleet is the 49 seat Derwent Excalibur, an appropriately named Plaxton Excalibur bodied Volvo B10M built to full executive specification. The latest addition to the Bubwith fleet is the Spirit of Drumcondra which was the first Plaxton Premiere 350 Volvo B10M SE built. With its extended 6.65 metre wheelbase offering nearly 14 cubic metres of luggage space this has proved invaluable on airport transfers. The ZF automatic gearbox has also been highly valued by drivers in city conditions, although it has proved less popular on extended tours in Devon and Cornwall. Even so the coach delivers the same mpg as the Excalibur. Philip spoke very highly of it and would readily consider adding another if the need should arise.

Back up to the frontline pair comes from the Derwent Explorer, a Plaxton Paramount 3500 49 seat executive Volvo and the Derwent Adventurer, a 57 seat Plaxton bodied Scania K93. For small parties Thornes runs a Plaxton bodied Volvo B9M 43 seater called the Derwent Ambassador. Originally a Kirkby stock vehicle the nine metre coach had been used for airport transfers and joined Thornes in a very run down state in 1989 when just two years old. Recently it was repainted, remounted and repainted. Despite the fact that it has limited luggage capacity, it is a popular vehicle with groups. Carrying only six less than one of the full size coaches the B9M has proved its worth on narrow National Park roads.

Philip holds Volvo in high regard. On reliability he said that you can't fault them. Support is good and Volvo are very responsive and adaptable. 'The vehicles have proved themselves,' he said. At Independent drivers tend to stay with one vehicle most of the time, but at Thornes this policy is not applied. Thornes has also loyally supported Plaxton for many years with virtually the whole fleet carrying their products. 'They are good people to deal with,' said Philip and dealers Yeates and Kirkby come in for praise as does Plaxton's recent build quality, although the new Van Hool T9 did make

an impression at the Birmingham show.

Philip likes to buy new and then invest in refurbishment after around ten years. This

installed and the hydrovac braking system was replaced with full air braking. Plaxton's Service Department at Anston carried out a full repaint and



One of the former British Airways Scania at work in York.

has given older members of the fleet including the three Paramounts a new lease of life. Possibly the most notable example of this is the company's unique Harrington Wayfarer bodied Seddon Mk19 dating from 1959. Bought when just eighteen months old, the AEC engined

this fine coach returned to service in 1993. It now earns its living on private hire, wedding work, mystery tours and nostalgia excursions. Recently it has been to Scotland, Ireland and Holland. Philip recalled that it was the first flamboyant style coach in the fleet. 'It was very futuristic



The ex-West Yorkshire Bristol SUL which is unique in sporting a Perkins 6.354 engine instead of the usual four cylinder Albion unit.

Seddon served for ten years before withdrawal. It then spent many years in open storage before being towed to Kingston Upon Hull City Transport Engineering Department for restoration to begin. An AV505 engine was



The Sherpa often found on local service work.

for its time.' Christine added, 'and the seats are very comfortable, even by modern expectations.'

Thornes has retained three other older vehicles. The family enjoy a break from the business by attending vintage vehicle rallies. A 1952 Beadle-Leyland is stored, whilst a former West Yorkshire Bristol SUL powered by a Perkins engine is in the process of being returned to service. Its

light weight could prove useful if a possible expansion of local bus service routes is followed up. Later this year they hope to rally the very first Bristol LHS built. This has been in the fleet since 1975 but has been out of use for many years. The 30 seat Weymann body was originally fitted to an Albion Nimbus chassis and so the vehicle is unusual in having a body eight years older than the chassis.

Thornes' view

The business has adapted to local and national conditions and will continue to do so. Philip wonders if it is fully appreciated just how the road network is becoming gridlocked. He feels that politicians are not doing enough to address the problem. 'Things need to move faster to get people out of their cars and on to public transport,' he argued. He believes car usage must be reduced and does not see toll roads as the answer to the problem.

Running Thornes is very much a way of life for both Philip and Christine. Philip felt that they had evolved with the business. 'It would be very strange to ever leave,' he said. Christine clearly gets considerable satisfaction from organising the company's tours. People are 'coy with their brass,' to quote a Yorkshire saying,' she observed. But Thornes know how to put a package together. An example is a long weekend to Kettering. This included a number of attractions such as the Pork Pie shop at Melton Mowbray, Rutland Water, the Nene Valley Railway, Duxford Aircraft Museum and the Bass Brewery Museum at Burton-upon-Trent.

Daughter Jane joined the business in September last year and sees her future carrying on the family tradition. She is already introducing new ideas in terms of computer technology and the design of the company's literature.

Philip summed up his situation by saying he gets satisfaction from introducing gradual improvements rather than radical change. It is a philosophy which has stood the company in good stead and ensured that he can say with justification, 'let us coach you in style.'

By Andy Izatt



The Perkins Phaser engined Bedford YMT.

Market Development



DAFs are a popular choice on Heathrow work.

BAA Heathrow

Investing in public transport

Heathrow airport, which covers 3,000 acres on the western edge of London, is owned and operated by BAA Heathrow, a subsidiary company of the former British Airports Authority privatised in 1987. John Lamb, BAA Heathrow's Transport Development Manager explained to B&CB on a recent visit that the airport is a multi-billion pound business.

BAA Heathrow operates in a highly competitive and sensitive world market. Other European hubs such as Schiphol and Charles de Gaulle are continually developing their facilities to attract business, particularly the important transfer market, long haul passengers who then transfer onto a European flight. This represents over 30 per cent of Heathrow's 57.8 million passengers per year. The company's plans for keeping ahead of the game are extensive. Perhaps the most important is Terminal 5, which with a successful Inquiry outcome is anticipated to open in 2004, which will enable the airport to handle 80 million passengers a year. Public transport integration is central to the new facility. The aim John explained is to provide a seamless journey throughout with each trans-



One of the new DAFs for the FastTrain service which started on 19 January.

port mode vertically integrated within the complex.

BAA Heathrow's plans for

Terminal 5 are a further example of a real commitment to land-based public



The 285 Kingston-Heathrow was the first route in the Freeflow Heathrow programme. Travel on local buses from the North side is free to the central area.

transport that has been developed in recent years. £440 million is being invested in the Heathrow Express, a new high-speed, electrified, air-conditioned rail link that connects the airport to Paddington Station in central London. With a planned journey time of 15 minutes and 15 minute frequency the line is due to open fully in June this year.

19 January saw the opening of the first stage of the link with the launch of FastTrain. Trains run as far as a temporary station at Airport Junction near Stockley Park and are linked to the airport terminals by 19 specially branded Plaxton Prestige DAF SB220 low floor buses. Operated for BAA by Speedlink Airport Services each vehicle has extensive luggage accommodation. The new service offers an overall journey time of 30 minutes from the airport central area or 35 minutes from Terminal 4. Trains are running from 05.10 in the morning to 22.40 at night.

Although the rail project was originally a joint venture with British Rail, BAA has since bought out what became Railtrack's 30 per cent share and it now has complete control over the service and how it is developed

Market Development

and marketed. The company predicts that the link will take 3,000 airport-related cars off the roads each day when it becomes fully operational.

From 2000 there are plans to operate a sister service to the Heathrow Express that will operate four times an hour between St Pancras and the airport, stopping at West Hampstead, Ealing Broadway and Hayes. £500,000 has also been invested in a series of feasibility studies into extending Heathrow's rail links to the north, east and west. £1 million has already been committed by BAA as part of a £5 million partnership with Railtrack, Hounslow Borough Council, South West Trains and London Transport towards the regeneration of Feltham station as a main transport interchange.

Freeflow Heathrow

BAA Heathrow now handles flights for over 90 different airlines involving over 430 plane movements a day and the industry trend is for ever higher capacity planes to be deployed. As well as handling the consequential passenger flow, the company also needs to consider the transport needs of the 57,000 airport related staff who work on site. 'We are our own town,' John pointed out, 'and our own traffic authority.' The company takes its responsibilities very seriously and recognises that the resources and infrastructure available to cope with car movements around the airport are finite. Currently 34 per cent of passengers travel to Heathrow by public transport with a long term vision of 50%.

Rather than sit back and wait for transport providers to fully recognise and develop the commercial possibilities,

BAA took the initiative with Freeflow Heathrow, a programme that has been running for three years under the overall auspices of Transport Policy's General Manager, Alastair Duff. The company set-up a team of dedicated

and implement area-wide initiatives aimed at increasing public transport use whilst managing demand for local car travel. The Heathrow Area Transport Forum provides an opportunity for Heathrow wide employers, to consider new



The M4 Spur bus lane.

transport experts including John Lamb who joined BAA at Freeflow Heathrow's inception from Hertfordshire County Council. He had been involved in the establishment of TravelWise, the public transport awareness campaign that has since been taken up by authorities across the country.

BAA Heathrow created a forum of local authorities, businesses and public transport organisations to develop

approaches on employee travel. Including money spent on infrastructure and strategic projects such as the new railway, BAA Heathrow is investing over half a billion pounds in its public transport programmes.

Freeflow Heathrow is designed to work at all levels. Dedicated cycle paths are being provided with improved facilities for cycle storage. BAA Heathrow staff are eligible to claim a cycle mileage

allowance of 15p per mile for work-related journeys. An official car sharing scheme, which is believed to be the largest in the UK, has been established with over 400 members and an additional 4,500 Heathrow staff are known to car share.

Major infrastructure improvements have seen over £2 million invested in a redevelopment of the central bus station where departure charges for local services have been removed. Computerised passenger information has been introduced at a facility that links the airport with over 500 points in the UK. National Express alone serves 260 destinations daily. The first phase of development was completed in December 1996 and subsequent phases are now being planned.

In September last year BAA Heathrow, in association with the Highways Agency, invested £1.3 million in building the UK's first dedicated motorway bus lane on the M4 Spur towards Heathrow. Expected to carry 13 million people in public transport vehicles, the project was wholly funded by the company. The road had to be slightly widened to accommodate the new bus lane which unusually takes up the outside lane. John explained that there were safety reasons behind this. It had not been possible to continue the hard shoulder under bridges, which receives its fair share of breakdowns when the traffic is busy. The situation would be further complicated by these vehicles being manoeuvred across the path of fast moving buses and coaches if the lane had been on the near side. What is more the facility also acts as

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Market Development

a clear path for emergency vehicles called to any incident at the airport. The existing traffic lights at the airport end of the spur have been complemented by a set of pre-signals that safely control merging from the bus lane back into the general traffic flow.

The bus lane is already proving very popular with some coach drivers using it even when the traffic flow does not require it. John is pleased that it saves 10 minutes in the peak periods journey time over the last section of road into the airport. This has already brought important reliability improvements notably for the A10 Heathrow Fast service, of which more later. The Reading Rail Link, one of the rail link services supported by BAA, has also benefited and reliability has also improved as a result of new priorities schemes at the Reading station end of the route. This has resulted in Beeline aiming for a 20 minute frequency from this summer.

Going free

Earlier this month BAA Heathrow in partnership with British Airways launched free public transport for all around the airport's 30 miles of roads. These link the terminals with the main work areas such as the cargo area, Hatton Cross, Harlington Corner, British Airways' new offices at Harmondsworth and Bath Road where many hotels are located. The £300,000 investment applies to 20 local bus routes and is particularly important to BA which has 30,000 employees in the area. Roger Cato, Managing Director of BAA Heathrow commented at the launch, 'We are confident that free local travel and a frequent, reliable bus network will significantly reduce the number of cars on airport roads at peak times.' It was a view backed by John Lamb who underlined that there was considerable staff movement around the airport. To provide a dedicated bus network would cost between four and five million so £300,000 is a good investment.

Services covered by the scheme are H23, H26, U3, 74-6, 105, 111, 140, 190-2, 285, 436, 442, 481, 491 and 555-7 operated by London United, CentreWest, London Buslines, Beeline and London & Country. Examples of com-

bined frequencies offered from the central area are 22 buses per hour to Compass,

and plenty of luggage space that link directly to the terminals, often on a higher fre-



The 726 has proved to be a well used link around south London. One of the DAFs used on the service is seen with an A10 Dart SLF.

30 buses an hour to the Visitor Centre or 10 buses an hour to Hatton Cross.

Ironically the move followed four new commercial services introduced by Speedlink Airport Services in partnership with some of the

quency than the courtesy service they replaced.

Developing local buses

John Lamb and the team at BAA have worked hard to develop the local bus network, a process that has not always been easy despite their willingness to commit hard cash. Around £1.75 million is made available each year of which £1.25 million comes from the levy on car parking movements made at the airport. It is also part of John's brief to talk to other local businesses and persuade them of the virtue of making funds available, even if it is just funding a leaflet dispenser in the office. For example Stockley Park Consortium, a high-tech business park on the edge of Uxbridge, commits £80,000 per annum to the A10 Heathrow Fast service each year. It also invested £25,000 in electronic Countdown information displays.

The A10 is in some senses BAA Heathrow's flagship route but also highlights some of the difficulties that face the

company. Launched on 31 August 1996 the service, which is a London Transport contract operated by CentreWest, connects Uxbridge and Stockley Park to the airport. In its first week of operation 4,000 passengers were carried and patronage has steadily grown. Just before Christmas, last year, the figure reached a new high of 11,000. BAA Heathrow is committing £100,000 a year to the service while the London Borough of Hillingdon is contributing £40,000. A fleet of new Plaxton bodied low floor Dennis Darts fitted with folding ramps were bought for the service and they carry a specially branded livery.

BAA contributed an additional £35,000 so that the buses would have better quality seating and invested in a programme of driver training. However many of the drivers have since moved on to other services and the seat pitch down one side of the buses does not give the legroom the company specified. Even so, John does feel that the A10 comes closest to delivering the right kind of package. 'Quality partnerships have to work through the whole product,' he said. 'The customer must be at the heart of every stage.'

The route was thoroughly marketed and branded with the design work being carried out by Ray Stenning of Best Impressions who does all such work for the company. A distinctive livery with route branding is very important in getting the message across, believes John, and he views Ray as being the best in the business at delivering this. As well as full page advertising in the local papers, leaflets were distributed by the Post Office to post codes along the route. John believes that leafleting is important. It is not a one-off exercise as he repeats it every six months for each route BAA has an involvement in. They may well be thrown away the first and second time he argued, but by the third there is a chance that they will be kept. 'Patronage growth to date has proved we've been right.'

An up hill struggle

BAA's involvement in local services is highly professional and has been concentrated on the six key corridors that feed into the airport. It has invested in 20 of the possible



John Lamb believes vehicle route branding is important.

hotels last year, replacing what had previously been free facilities. BAA Heathrow welcomed this development because it reduced the number of courtesy buses. Speedlink's network offers purpose built low floor Wright bodied Volvos with 30 seats



Healthy loads in the central bus station.

Market Development

25 local bus routes making around £1 million available in revenue support. With BAA's financial commitment and its strategic objectives regarding Freeflow Heathrow, it has built on its own data drawn from the five yearly survey of staff and passenger movements to create a clear understanding of where priorities lie.

The original expectation had been that promoting local buses would essentially be a marketing exercise. This proved not to be the case because service provision was so low. Only one service into the airport could boast a frequency of less than 15 minutes. BAA Heathrow has since committed considerable amounts of cash to building up service levels and extending schedules, both early in the morning and late at night, on services along those key corridors.

Based on the suggested improved timetable, BAA Heathrow asked the bus companies, or in the case of LT controlled services, LT, to give a revenue forecast for the route. It would then fund the difference with the expectation of reducing its support as ridership levels increased in response. The aim is to have service levels which will be self supporting within 18 months to two years. Once a route begins to make a profit the company let operators, or LT, run it thereafter. However, John underlines that it is not in the business of making money out of local bus services. The objective is to get the right level of service provision in place. It should be LT's job to procure a public transport network, he claimed, a challenge which of late they have now risen to.

The strategy has proved to be remarkably successful. There are now improved frequencies of below 15 minutes on all the key routes from the London side of the airport and better service levels have been achieved from elsewhere. There has been a 40% increase in local bus provision to Terminal 4, 45% for the Central Bus Station, while for Hatton Cross, which is a major hub for airport staff, it's as high as 83%. Across the board on services that BAA Heathrow support into the airport John estimates that ridership has increased by between 150% and 200%.

LT does now give BAA Heathrow ridership data on

the services where it has a financial involvement. Progress is monitored by the company on a monthly basis but as John pointed out BAA is not a bus planner. Nor does it believe in just giving bus operators money. Funding

thinking.

The response from local operators has been mixed. John has very good local contact with FirstBus's Peter Hendy, who controls CentreWest, London Buslines and Beeline, and David

'Customers should get the best kind of service possible,' John said. However as a private company with its own commercial objectives it's not really in BAA's remit to become a public transport planner on a large scale. The dilemma facing the company is just how far it should allow itself to become involved.

Managers of detail

Because of the need to continually overcome perceived and real barriers to the use of public transport, John argues that the objective has to be offering seamless journeys where every detail is managed. Road priority measures could ensure reliable, predictable journey times and passengers would be able to wait in properly illuminated areas with real time information and proper security, possibly even panic buttons. He would even like to see a Heathrow specification bus interior, possibly not that different to the FirstBus standard. On a 10-11 metre low floor vehicle with two wheelchair positions seating levels would be between 35 and 40 with passengers having enough space to keep their luggage next to them.

Currently BAA's investment is not just route specific. The company has seven poster sites around the airport, has put money into the Heathrow Traveline phone information service that is operated by Speedlink, and has produced a handy pocket timetable covering local bus services. £50,000 has also gone into marketing the National Express Airlink network and support is also given to promoting local coach services. Yet another innovation introduced in June last year is a £30 monthly ticket aimed at airport workers. It gives unlimited travel on key services as well as local buses in Slough, Maidenhead, Windsor, Bracknell and Woking town centre. A free discount card is also available giving one third off National Express coach travel.

BAA Heathrow is clearly committed to the principles behind Freeflow Heathrow, to identify and exploit any opportunity to improve transport into the airport. For John Lamb it has been a challenge, but one that he clearly enjoys.

By Andy Izatt



The first phase of central bus station redevelopment saw an investment of £2 million.

road priority measures could lead to much more efficient use of vehicles than subsidising an additional bus to cover for traffic delays. John points

Humphrey at London United. 'They're always thinking of new ways of spending money,' he said with a smile. But in other areas he feels



London Buslines is introducing new Marshall bodied Dart SLFs to the 105 to Greenford.

out that BAA likes to see proactive thinking when it comes to service enhancement rather than reactive

that there are institutional barriers that inhibit strategic thinking being focused on the company.



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Kinchbus of Barrow-upon-Soar has placed four Mercedes Vario Plaxton Beaver 2s on local services in Loughborough including a new route serving a growing residential area on the edge of town. The 31 seaters join a 51 strong fleet with services mainly in the Loughborough and Leicester areas.



Telling Golden Miller has doubled its bus operations with a fleet of 14 Plaxton Pointer bodied Dennis Dart SLFs. Bought for a London Transport contract, the new buses will operate between Sunbury Village and Brentford seven days a week. They have 39 seats and are built to London schedule 10 standard. Steve Telling (left) is seen receiving the first of the new buses from Plaxton's Southern Bus Sales Manager, John Bell.



The Shires has introduced ten DAF SB3000s with Plaxton Premiere coachwork for the 757 which runs from Luton Airport to Central London. Nigel Eggleton, Commercial Director of the company commented, 'We deliver 200,000 commuters, shoppers, daytrippers and holidaymakers to their destination every year, and with our new coaches, their journey will be even smoother and more comfortable.'

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Actia

Multiplexed Electronics

Time marches on, and with it go technology and development. Outwardly, today's PSVs are little different to their early forebears, just a box on wheels with places for people to sit, but this belies the strident advances in braking, transmission, suspension, tyres, engines, lighting, lowfloor development, passenger comfort and vehicle construction techniques.

Despite any similarities between old and new vehicles, vastly sophisticated differences now exist between the on-board systems of yesterday's vehicles and their modern equivalents. As such, a great demand has been put on vehicle electrical systems and the complexity of a modern wiring harness has just about reached its limits. Open the electrical panels on today's vehicles and you are faced either with a bewildering array of components or a maze of wiring. Battery management systems have become virtually essential to preserve sufficient power for starting and alternators generate high levels of output to satisfy the demand. Many of the systems need shunts, voltage converters, current controllers, boosters and, of course, fuses and relays.

There had to come a time when vehicle electrics were eventually dragged in line with technological development, and that time has officially arrived with the announcement that Optare's Solo is the first UK built bus to be fully multiplexed. The term multiplexing was being promoted at Coach & Bus '95 by Actia UK. Interest in the product was stimulated and the company subsequently provided its ALADIN system to Dennis Specialist Vehicles and Marshall SPV. Ostensibly, this provided a cut-down form of multiplexing which took care of chassis electrics alone, not only simplifying the system but providing diagnos-

tics capability and reversion mode to compensate for component failure.

Full multiplexing, using Actia's Multibus system, takes care of the entire body and chassis wiring functions, removing the necessity for fuses and relays and reducing the amount of point to point wiring by thousands of feet in some applications. With less wiring in the system it also reduces the possibility of accidentally damaging the loom when making body or chassis repairs.



Optare's Solo is the first UK built bus to carry full multiplexed electronics.

Traditional electrics demand at least one, and often two wires to complete a circuit. Using a microprocessor based central management unit (CMU), this becomes unnecessary. The chip relays its control through a series of Smart Power Switches which are very like transistors, except that they have five pins instead of three. The extra pins allow the switch to communicate with and to be controlled by the CMU. For example, if the CMU detects the brake pedal is being depressed it tells the relevant switch to perform its function. Should one or both brake lights have failed, the switch detects a short circuit or lack of continuity and

informs the CMU. If the operator has opted for reversion mode to be available (highly favoured by the Vehicle Inspectorate) the CMU then tells the switch to illuminate the rear fog lamps as a substitute. The process happens in milliseconds and is as if there were no fault at all.

However, because there has been a fault its exact nature is recorded in memory for the diagnostics equipment to pick up during routine vehicle maintenance. In addition, a warning light can be illumi-

staff to investigate.

One side benefit of using a CMU controlled Smart Power Switch is that the power is released in very small but highly controlled steps, gradually building to full power. The process is unlike a mechanical or solenoid unit which, when activated, delivers the power at full strength, instantly. The speed of activation under multiplexing appears no different to the human eye, but releasing power over tiny fractions of a second gives the filament in a bulb time to warm up before it reaches full power. Bulb life can be extended by five times normal expectancy under this process.

Steve Byng of Actia UK explained that protection circuits could easily be demonstrated by switching on the windscreen wipers of the bus and then hanging on to the blade. The system detects an overload and will shut down for five seconds. It will then try again, if there is no excess loading the system will perform as normal, if after a number of attempts the blade is still being held firm, the system will shut down and display a warning light on the dashboard.

Steve claimed this was similar to problems encountered on cold, frosty mornings when wipers had stuck to the windscreen. Drivers would switch on and hope the blade would clear the screen for them, but they were more likely to blow a fuse because the restricted blade would cause an overload in the system. So multiplexing saves on downtime as well as on its component parts.

Multibus systems are produced in France at one of the manufacturing facilities within the Actia Group, while the system design and software development is carried out by Actia UK. CMU and IOU units appear physically identical as they use the same rugged

nated to let the driver know of the problem and its location.

Smart Power Switches not only detect open and short circuits, they guard against overloads and overheating, shutting the circuits off to protect the system from damage - hence the ability to dispense with fuses. Temporary overheating or overloading will be automatically overcome because the system will retry at set periods to establish if the fault persists. If it continues to the limit of specified attempts then the circuit is shut down. If it finds the fault has rectified itself, it then carries out the normal functions on demand, but the fact that there had been a fault will still be recorded for maintenance

Technology

casing to provide a safe environment for the sensitive electronic equipment. Switch and lamp units (SLUs) are another important part of the multiplex system. They enable all the dashboard switches and warning lamps to be connected to the multiplex system and significantly reduce the dashboard wiring harness.

A typical Multibus system consists of a CMU linked via cables to localised Input/Output Units (IOU), ALADIN and Passive Auxilliary Units. It reads input from the electronic management systems for the engine, suspension, brakes, traction control and gearbox and has a two-way communication with the dashboard and the on-board computer which contains all the operating parameters.

IOUs can be positioned anywhere in the circuit to suit the vehicle build or to cater for on-board electrics. On a coach with a centre sunken toilet and a servery mounted on top, an IOU placed midway along the cable run is sufficient to handle the demands in that area. If the servery and other functions were at the rear, then the IOU would be positioned at the rear alongside a similar unit performing the localised operation of rear lights, indicators, and brake lights. Buses may have IOUs strategically positioned to cater for the door controls and system interlocks.

For manufacturers, the advantages of multiplexing are quite clear. There is a significant reduction in costs, weight saving and space saving in comparison with a conventional wiring harness. Switching functions are carried out at low current, so wiring between the dashboard and multiplex system is much simplified. The elimination of fuses and relays means the whole system is less cluttered and fault diagnosis becomes quicker and easier. Overall, this points to an increase in global reliability therefore reduces the requirement for in-built electrical warranty costs. Savings also occur in production because the installation of multiplexing takes far less time and end of line testing can be quickly achieved through using diagnostics equipment.

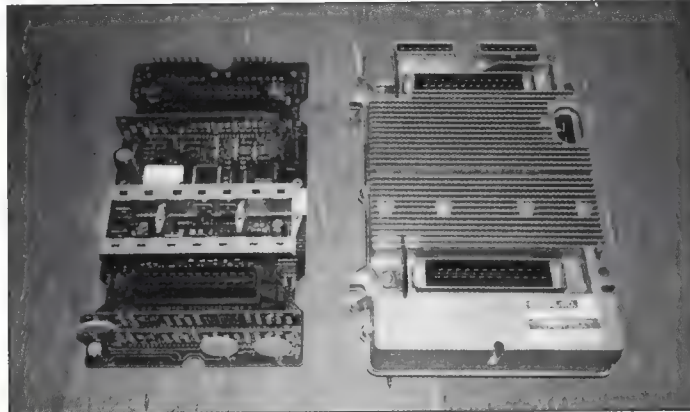
As far as the end user is concerned, multiplexed vehicles offer a totally protected electrical system and with no

fuses or relays to be concerned about, is very easy to maintain. Warning lamps will indicate a fault should one occur and the details of any fault are stored for interrogation by a diagnostic unit. Spare modules are all standard items and should an IOU fail it is a simple job to replace one. They are all the same so spares stocking is minimised.

Much of the development work on multiplexing has

other projects. Its other major area of business is in the development and supply of diagnostic equipment. Actia have for many years supplied the official dealer service tools for Peugeot, Renault, Citroen and, more recently, Triumph Motorcycles, Dennis, ERF and DAF.

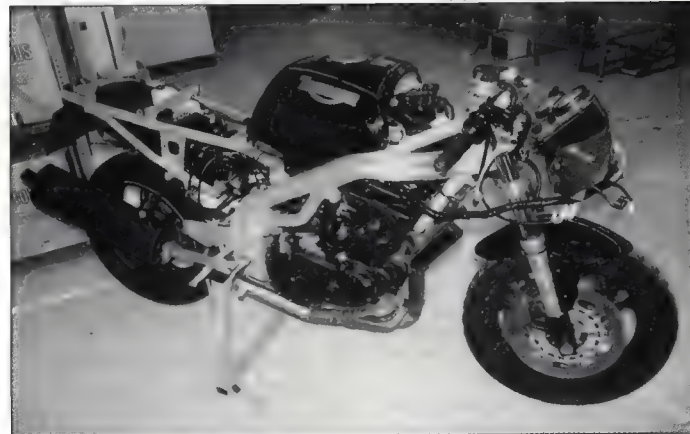
Actia spokesman Steve Byng said the company was concerned that when all the different manufacturers turned to electronic control



An input/output unit (IOU).

been done at Actia UK's base in Newtown, Powys. The business was formed as a result of French company Actia SA acquiring 40% of the equity in a company called Tekhne UK, back in 1991. Two years later Actia SA increased its holding to 60% and in 1994 Actia UK was founded in its own right and installed in its current

and management systems that they did not agree to standardise on protocols. Engineers with a mixed fleet had found that they needed specific diagnostic tools for each application. Their only other route was to buy PC software and a diagnostic interface box from each system supplier. The cost of the



Actia played an active part in developing multiplexed electronics for the new Triumph range of motorcycles.

new premises. This year the company expects to turn over around £1.6m. Tekhne still exists as a wholly owned subsidiary of Actia UK.

Actia's largest involvement, around 44%, is in onboard electronics, whether multiplexed systems or through DC-DC converters, speed limiters, interfaces for ABS with electromagnet retarders and a number of

software varied from one manufacturer to another but there was the cost of a PC and the interface box at around £300 to £400. Each system would require a different interface box to connect between the PC and the system to be checked.

To try and simplify matters, Actia has developed a multipurpose interface unit that can be used as a single sub-

stitute and is known as a UDI, or Universal Diagnostic Interface. This remains connected to the back of the PC with a number of external connections for programming and downloading data and operating parameters into on-board systems. A sizeable hard disk on the PC contains the necessary software programmes to converse with the on-board systems allowing diagnostics checks to be performed, new procedures to be introduced or old ones upgraded.

Actia also manufacture hand-held diagnostic tools for use throughout the automotive industry. Special connectors have been developed to withstand continual plugging in and un-plugging of diagnostic systems. They contain a sacrificial set of contacts which can be replaced quickly and cheaply. These connectors, called OBDII (On Board Diagnostics) are fitted to the electrical management systems on a large number of modern vehicles. They are not only increasingly used for tuning and setting engines but roadside inspectors can access the OBDII sockets to determine the emissions related data.

The hand-held diagnostics just produced for the new Triumph T595 motorcycle have been very popular, supplied to some 750 dealers world-wide, and particularly for models exported to France. The country has a 100 horsepower limit on motorcycles but in standard UK form it produces around 130 bhp. French purchasers seeking additional performance are obviously very keen to re-programme their management systems to the UK specification and many make specific trips to dealers in the South of England. Motorcycle dealers in the UK also offer a service where for £200 they will provide a modified silencer unit and programme the unit to produce a massive 160 bhp.

Actia's Multibus system has promoted a great deal of interest, not only in multiplexing but in Optare's Solo too. Alongside the Iveco Cityclass, which also has a full Multibus system and is operating in Europe, its performance will be watched closely by other manufacturers wanting to offer their customers a simplified, more reliable system.

By Martin Cole

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1977/1979 BEDFORD YMT'S DUPLÉ DOMINANT II

53 seater, long test, well maintained seatbelt fittings installed excellent contract vehicles, choice of 2

£2,000 - £3,000
EACH + VAT

01530 260888

BCB/444/1722/FC

DAF DHTD - 1988, F, low driver, excellent condition, 53 seater standard, MoT Aug 98£43,000
DAF MB 2300 - 1986, E, PLAXTON PARAMOUNT 3200, 52 seater standard (with toilet), MoT Feb 99£35,000
DAF MB 230 - 1987, E, PLAXTON PARAMOUNT 3500, 51 seater executive, MoT Dec 98£45,000
DAF SB 23000 DHS SD SALOON - 1985, C, 49 seater executive or 53 standard, (demountable toilet), MoT Feb 99£30,000
1988 - E, MERCEDES 307D, 12 seater, MoT Dec 98£2950
LEYLAND AEC, SD SALOON - 1979, 53 seater standard, MoT Mar 98£3000

NOMAD 24 volt DRINKS MACHINE£50

Finance can be arranged on any of the above vehicles, part exchange may also be considered. Call now for more details

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BCB/444/1812/FC

Scania Bus and Coach

USED STOCK LIST

96 IVECO INDICAR ECO3, manual gearbox, 35 R + C, radio/PA/cassette, video/monitor and continental door

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94 DENNIS JAVELIN 240 PLAXTON PREMIERE ZF, 6 speed gearbox, 51 R+C, video/PA/cassette, drivers bunk, drinks machine, continental door and rear sunken toilet

93 SCANIA K113TRB VANHOOL SH, GR801 comfort shift gearbox, 49 R+C, retarder, air conditioning, drivers bunk, drinks machine, refrigerator, rear saloon toilet and continental door

93 DAF MB230 VANHOOL ALIZEE, ZF 6 speed splitter gearbox, 49 R + C, retarder, video/monitor, radio/PA/cassette, drinks machine, continental door, refrigerator & centre sunken toilet

90 EOS LAG, ZF gearbox, 49 R + C, video/2 x monitors, radio/PA/cassette, drivers bunk, drinks machine, continental door, refrigerator, seatbelts & centre sunken toilet

89 DENNIS JAVELIN PLAXTON 3200, ZF 6 speed gearbox, 50 R + C, radio/PA/cassette, continental door & rear sunken toilet

87 DUPLÉ 425 INTEGRAL, ZF auto gearbox, 57 fixed seats, radio/PA/cassette, continental door & full seatbelts.

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BCB/444/642/FC

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(ESSEX)

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All 53 seat with current MoT's, some with seatbelts, all used daily on contract work

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ALL AVAILABLE WITH NEW
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1983 DAF MB20 47 SEATS, no MoT, but in good running orderHence £15,000

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All prices plus VAT

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or 0467 492151

(Salisbury, Wilts)

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1987 DODGE S56 ALEXANDER DP MINIBUS, 19 coach retrimmed coach seats, reconditioned engine, auto box, sold with new MoT£2,950 + VAT

1987 DODGE S56 N. COUNTIES, 22 seat bus, reconditioned engine, auto box, MoT 1/99, cheap to clear at only£1,500 + VAT

COACHES

1988 DENNIS JAVELIN PLAXTON PARAMOUNT III, 51 recliners, courier, air suspension, MoT 12/98, excellent condition£44,000 + VAT

1988 DENNIS JAVELIN DUPLÉ 320, 53 seater, MoT 3/98, good condition£3,600

1977 BEDFORD YMT DUPLÉ DOMINANT II, 53 seats, recent reconditioned engine, MoT 12/98, bargain£1,750 + VAT

BUSES

1982 LEYLAND LEOPARD SERVICE BUS, 51 seats + 24 standees, sold with new MoT£4,750 + VAT
1978 LEYLAND ALEXANDER, 53 seats, new test£2,950

P/EXCHANGE WELCOME

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Bus & Coach

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TOYOTA OPTIMO III JUNE 1995

Toyota reconditioned engine, 42,000 miles, 3 months warranty still left, radio/cassette, PA, full draw curtains

£43,000 + VAT

Contact Mr Colhoun

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EXECUTIVE TRAVEL

TEL: 0141 889 2006

BCB/444/1748/FC

1988 SETRA S215H EXECUTIVE INTEGRAL 12M

28 reclining seats trimmed in grey/purple stripe moquette, 7 saloon tables with lamps, centre sunken toilet, continental door, driver's sleeping berth, full rear kitchen including fridge/freezer, microwave oven, hot storage cupboard, 3 aircraft size hostess trolleys, full size domestic sink unit with hot/cold running water mixing tap, hot drinks boiler, optics rail, 240 volt power point, storage cupboards, intercom phone etc, four monitor/video system, large courier fridge, sundry foil to side windows, curtains and full soft trim to interior saloon, 'silent' diesel generator, land line power point connection, Webasto heating, large double deck fresh water tanks, waste water tank and domestic size immersion heater/tank, finished white/green, MoT August 1998

Moseley (PCV) Ltd
Tel: 01977 609000

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HAVE THE FOLLOWING
WELL MAINTAINED USED
COACHES FOR SALE

VOLVO/PLAXTON 3500

49 & 53 recliners, some floor plates
and demount toilets available,
1st reg 3/87, choice of 4
£48,000 ono

VOLVO/PLAXTON 3500

49 recliners, centre toilet, video etc,
1st registered November 1987, 1 only
£50,000 ono

VOLVO/PLAXTON 3500

Rear sunken toilet, video etc,
1st registered 4/88, 1 only
£50,000 ono

BOVA FUTURA'S

CHOICE OF 4

1 'D' plate, 53 recliners

£48,000 ono

2 'E' plates with toilets, videos etc,
choice of 2

£50,000 ono

1 'F' plate with toilet, video, etc

£60,000 ono

All vehicles with long MoT and full
maintenance histories available

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Staffs B78 3JN

Tel: 01827 60011

BCB/444/1631/FC

VEHICLES FOR SALE

1980 BRISTOL LHS ECW, 35 seat
bus, MoT Sept '98.....£2,250

1981 LEYLAND LEOPARD ZF

MANUAL, 57 seat Duple, MoT Sept
'98.....£2,950

1983 BEDFORD PJK, 27 seat bus,
MoT Aug '98.....Offers

1984 DENNIS LANCET ALEXAN-

DER BODY, 53 seat bus, V8

Perkins, choice of 2, MoT Oct/Nov
'98.....£6,950

1986 FREIGHT ROVER ISUZU

ENGINE, 20 seat bus, MoT Dec '98
.....£2,250

1987 MERCEDES 508D, Welfare/Tailift,
MoT Jan '99.....£4,500

1987 RENAULT/DODGE, 25 seat
bus, MoT June '98.....£2,250

1988 RENAULT/DODGE, 27 seat
bus, MoT Sept '98.....£3,950

1991 IVECO 49.10, 16 seat + 2

wheelchairs, moquette seats and
belts, Reeve Burgess, MoT Sept '98
.....£10,950

1991 FORD TRANSIT, 14

seat/Tailift, MoT Aug '98.....£9,950

1992 RENAULT TRAFIC MINIBUS

NON PCV, MoT Sept '98.....£3,950

All vehicles in daily use

Bristol area

Contact Bill Davies

01934 632020

BCB/444/1763/FC

IVECO 49/10 REG 87, Robin Hood, 21 service seat, MoT Feb '99.....£3,000

IVECO 49/10 REG 87, Robin Hood, MoT Nov '98.....£3,000

IVECO 49/10 REG 89, Carlyle, 25 service seat, MoT March '99.....£4,200

IVECO 49/10 REG '89, Elme coach, 21 seat, full moquette, MoT Nov '98.....£5,400

MERCEDES 608D REG 86, Reeves Burgess, 20 service seats, MoT Feb '99.....£3,900

PART EX 12/16 SEAT PSV CONSIDERED

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BCB/444/1966/FC

FOR SALE BY OPERATOR DUE TO FLEET UPDATE

1996 (N) MERCEDES SPRINTER

412 D, 16 str, luxury spec, 2 tables,

Olympus conversion, air con, 60k

miles.....£22,995 + VAT

1995 (N) MERCEDES 410 D, 13 str

executive, TV/video, drinks, boiler,

huge boot space, air con, 70k miles.

.....£19,995 + VAT

1995 (M) MERCEDES 410D, 11 str

with tables, huge boot space, air con,

70k miles.....£18,995 + VAT

1994 (M) MERCEDES 410D, 16 str,

Olympus conversion, air con, 85k

miles.....£19,995 + VAT

1992 (K) MERCEDES 410D, 15 str,

new conversion.....£10,995 + VAT

1990 (G) TRANSIT 190 LWB

DIESEL, 14 str or 12 str + wheel

chair, tail lift, luxury spec.....

£4,995 + VAT

1989 (G) TRANSIT 190 LWB

DIESEL, 12 seats, luxury spec.....

£4,595 + VAT

1989 (G) MERCEDES 408 D, 12 str

+ luggage pen, low mileage.....

£6,995 + VAT

All vehicles unwritten in white.

Service history. Taxed & tested,

P/X CONSIDERED, PICTURES

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(Office hours)

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YMPs TURBO

PARAMOUNT 3200

Mark III front,

33 recliners + courier

£27,500

1986 DAF MB230

DUPLE 340

53 seats, toilet, TV/video,

hot water, MoT Jan 1999

£25,500

TEL: 01273 890369

Office hours

BCB/444/1488/FC

608 D MERCEDES, 20 seat,

Reeve Burgess body, excellent

condition, MoT.....£2,750

TRANSIT 190 FORD, 16 seat

minibus, power door, seatbelts

with 12 months MoT.....£1,750

WANTED

24-26 SEAT MERCEDES

COACH, would p/ex for above

with cash adjustment or straight

purchase

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01208 77989

01208 850183 (Eve)

BCB/444/1490/FC

B REG BEDFORD YMT

PARAMOUNT

£13,000

V REG BEDFORD

SUPREME YMT

express doors

£4,000

S REG BEDFORD YMT

express doors

£3,000

TEL: 0151 355 2991

BCB/444/1908/FC

LODGE COACHES OF ESSEX

1994 DAF SB3000 CAETANO MK II,

49/53 recliners, centre toilet, double

glazed, curtains, hot water boiler and seat-

belts, sold with new test.....£97,750 ono

1990 SCANIA K93 PLAXTON 3200, low

driver, 49 recliners, centre toilet, curtains

and seatbelts, tested till Nov '98

.....£53,750 ono

1984 LEYLAND TIGER 245 JONCK-

HEERE P50, 49 recliners, rear toilet, double

glazed, window blinds, TV and Video,

hot water boiler and seatbelts, sold with

new test.....£27,750 ono

All vehicles absolutely immaculate

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1982 V8 MERCEDES

JONCKHEERE

Full executive, full kitchen, new

brakes, clutch, tyres, alternator,

airbags, engine re-built last

year, MoT Nov '98, 12 metre

£11,250 + VAT ono

1979 VOLVO B10

PLAXTON

53 recovered seats,

long MoT, 12 metre

£8,500 + VAT ono

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BCB/444/1854/FC

1988 DAF LAG

PANORAMIC MARK II

Execs, 49 seats, seat belts,

toilet, video/radio, curtains,

hot drinks machine, choice

of two, MoT's April and

November '98

£48,000 ono each

Also a selection of 7

Leyland Nationals Mark I

From £1,500 ono each

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BCB/444/1852/FC

1988 DENNIS JAVELIN DUPLÉ 3200

53 rec, belts, W.C., video, hot drinks,

new engine Jan 1997

£36,500 ono

1983 VOLVO B10M PLAXTON 3500

49 rec, belts, W.C., video, hot drinks,

MoT Nov. 1998

£30,000

1984 VOLVO B10M PLAXTON 3500

49 rec, belts, W.C., video, hot drinks,

MoT Feb 1999

£30,950

RICHARDS BROS, Cardigan

Tel: 01239 613756

BCB/444/1923/FC

1993 MAN JONCKHEERE

DEAUVILLE 16.290

Only 371,000 kms

51 recliners with retractable belts, centre door,

sunken toilet, d/glazed, curtains, carpet, water

boiler, video/monitor, radio/cassette and pa,

alarmed, finished in white, 12 months MoT

£88,000 ono plus VAT

1993 PLAXTON 425

Cummins 290 with 8 speed ZF box

Only 230,000 kms

Telma, 53 recliners with retractable belts, Plaxton

Premier seats and interior, fully carpeted,

curtains, D/glazed, courier seat, radio/

cassette/pa, finished in white, 12 months MoT

£78,000 ono plus VAT

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BCB/444/1921/FC



1990 LAG PANORAMIC

Good straight clean coach, all

usual extras, lap belts, 12

months MoT, 2 owners from

new (4 years with us)

£59,000

Tel: 01924 277194

BCB/444/1917/FC

1980 LEYLAND

NATIONAL II

49 Seats

Tested Jan '99,

Leyland 680 engine

£5,000 + VAT

0151 922 8630

BCB/444/1791/FC

FIAT DUCATTO, 14 seater

minibus, 1988 (F), 1 years PSV

.....£2,350 + VAT

RENAULT MASTER DIESEL,

1989 (F), minibus/wheelchair

ramp, long MoT.....£2,250 + VAT

LEYLAND DAF 200 DIESEL,

1994, 1 years MoT, 9 seats

.....£3,250

LEYLAND DAF 400 DIESEL,

16 seater, (Mellor body), 1988,

wheelchair lift, long MoT.....

£1,600 + VAT

Tel: 01322 665174

BCB/444/1965/FC

IVECO 59-12 'N' REG

27 seats, choice of 2, long MoT

£32,000 plus tyres

METROBUS 'Y' REG

76 seats, choice of 2

£7,500 plus tyres

VOLVO B58 'V' REG

57 seats

£11,000 plus tyres

IVECO 49-10 'E, F & G' REG

25 seats, choice of 6

From £2,500 plus tyres

All plus VAT

Full maintenance records

Tel: 0161 653 1900

P REG RENAULT MASTER POWER DOOR 16 SEATS, 3 point belts, under floor luggage, coach rear end, full luxury cymric conversion, would p/x for 24 seater Merc£21,000

K REG 8 SEATER RENAULT TRAFIC.....

J REG LEYLAND DAF, 16 seater, 3 point belts, Jubilee conversion.....

WILL PART EXCHANGE

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BCB/444/1964/FC

ONE SETRA TORNADO S 215 HD 1993, 48/49 seats, air conditioning, toilet, fridge, tea and coffee, one TV monitor

ONE SETRA S 215 HD, 1990, 49 seats, air conditioning, toilet, fridge & coffee, two TV monitors

SOLD

BOTH VEHICLES IN SUPERB CONDITION

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BOON'S COACHES

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VAN HOOL 1988 VOLVO B10M MKII

49 reclining seats, centre toilet, monitor, video, radio + PA, double glazed, curtains, Webasto heating, Telma, boiler, full lap belts, very good condition, long MoT

Tel: 0181 684 8308

BCB/444/1871/FC

BARGAIN CORNER

LEYLAND LEOPARD ALEXANDER, 53 coach seats, 1976, good runner, no MoT£1,800

BEDFORD YMT DUPE DOMINANT, 1979, clean and tidy, good runner, no MoT£1,500

BOTH SUBJECT TO VAT
01245 320598
(Essex)

BCB/444/1874/FC

1991 J LEYLAND DAF

16 seater, high top, 3 point seatbelts, high back seats

£5,000 ono

Telephone:
01205 722359

BCB/444/1876/FC

1986 LEYLAND TIGER PLAXTON PARAMOUNT 3500

53 R, Elite retractable seat belts, curtains, continental door, ex Vale of Llangollen, 12 months MoT
£26,000 + VAT
01229 828022
(Cumbria)

BCB/444/2319/FC

VOLVO B58 1980 PLAXTON SUPREME, 53 seats, very clean inside and out, MoT August 1998.....

£10,500 + VAT

MERCEDES 507 1988, coach spec, 20 seats with 2 tables, MoT November 1998.....

£6,250 + VAT

Both seatbelted

TELEPHONE:
OFFICE 01268 525900
HOME 01268 287087

BCB/444/1861/FC



'83 A REG DAF SB JONCKHEERE P50

51 recliners + toilet, Oct '98 MoT. This vehicle has been taken in p/x and is priced to clear
£13,500 ono

01634 377577

BCB/444/1872/FC

1983 REEVES BURGESS 28 SEAT COACH, MAN chassis, tested Nov 98, taxed Dec 98, tidy£4,000

1987 FREIGHTROVER SHERPA, Carlyle body, 20 seat bus, full test.....£1,000

Will take car in part/ex
Both white
& unlettered

01642 483678

BCB/444/2304/FC

1994 M LEYLAND DAF

16 seater, factory minibus, lap belts, white, 50,000 miles guaranteed

£8,400 ONO

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01205 722359

BCB/444/1877/FC

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FOREC

1982 Y FORD DOMINANT, 53 seat, tested November, recon engine£2,750 + VAT

1986 D TOYOTA OPTIMO, 4 cylinder, 19 seats with coffee machine£7,500 + VAT

1993 K RENAULT TRAFFIC, 12 seat crew bus ex MOD£3,500 + VAT

1977 FORD DOMINANT, 45 seats, very clean, no test, excellent mechanics.....£1,000 + VAT

Contact John on
(01772) 785300

BCB/444/1869/FC

1986 608, 12 month test/tax, 19 seater, vgc

VOLVO PLAXTON 1980, 11 metres, belted, T&T, 53 seats, vgc

VOLVO PLAXTON 1979, 12 metres, T&T, 53 seats, vgc

2 AEC PLAXTON, 55/53 seaters, Tax and tested, vgc

AEC PLAXTON, belted, MoT out, vgc

Tel: 01872
560281

BCB/444/1868/FC

1987 FREIGHT ROVER, 20 seater, Carlyle body, plain white, lap belts fitted, MoT March '98.....£2,700

1987 FREIGHT ROVER, 20 seater Carlyle body, plain white, lap belts fitted, MoT August '98£2,900

FORD TRANSIT 1985, 16 coach seats, plain white exterior, MoT April '98£2,500

B58 VOLVO PLAXTON SUPREME 1981, 53 seater, MoT Jan '99, plain white£12,500

MERCEDES 609 1988 25 SEAT REEVE BURGESS, MoT Nov '98£15,000

ALL PLUS VAT
PRIORY COACHES
TEL 01705 580522

BCB/444/1797/FC

1983 LEYLAND TIGER PARAMOUNT 3200, Dec MoT, taxed, 53 recliners, retrimmed, all white, seatbelts£16,750 ONO

V REG FORD SUPREME IV, 53 seats, Sept MoT, taxed, all white.....£2,850 ONO

W REG FORD DOMINANT, 53 seats, July MoT, taxed£2,500 ONO

1987 FREIGHT ROVER VAN HI-TOP, MoT Jan 99, resprayed, kitted out as workshop, good condition.....£1,350 ONO

HARRINGTON COACHES
01203 313434
Nr Coventry

BCB/444/1873/FC

1984 PRIVATE PLATE, BERKHOF EMPEROR TRIPLE AXLE VOLVO B10M

62 seats with seat belts, toilet/washroom, hot drinks machine, video and monitors, radio/cassette/PA system, large luggage space, MoT til June '98 and tax

£35,000

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BCB/444/1878/FC

SMITHS TRAVEL HIGH WYCOMBE LTD

1982 LEYLAND LEOPARD WILLOWBROOK, 11 metre, 49 Str, Express doors, 49 coach seats with lap belts, new MoT till 18/3/1999£4,250 + VAT

1980 FORD PLAXTON SUPREME, 49 E Type seats with lap belts, POD, radio, tinted windows, only two owners from new, MoT Nov '98£3,250 + VAT

FULL INJECTION FACILITIES AVAILABLE
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AFTER HOURS: 01494 443933
MOBILE: 0468 912866

BCB/444/1937/FC

1980 LEYLAND LEOPARD 51 SEATS

12 months test, Duple Dominant body

£3,850 ONO + VAT + TYRES

CHOICE OF 3

1 all white, 2 with private plates

Contact:
GARY WALTON
01642 606644

BCB/444/2307/FC



1989 (PP) DAF SB 3000 ALGARVE S/H toilet, 49/53 recliners, d/g, recon engine, MoT 2/99, r/belts, very good cond

£48,000 ono

TEL DAY: 01708 630555
EVE 01708 228116

BCB/444/1882/FC

1978 BRISTOL, 35 seater with new 12 months MoT.....**£3,500 ONO + VAT**

1978 FORD DUPE, 53 seater, MoT'd till June.....**£1,000 ONO + VAT**

1980 FORD PLAXTON, 53 seater, MoT'd till April.....**£2,500 ONO + VAT**

ALL FITTED WITH SEATBELTS
ALL USED DAILY

TEL: 0161 724 6275

BCB/444/1947/FC



1986 VOLVO VAN HOOL ALIZEE H, full exec, 49 seater, new TV, video, Blaupunkt stereo, fitted 2 months ago, painted all silver 2 months ago, MoT'd till end of March '98£52,500 + VAT

VOLVO B10M VAN HOOL ALIZEE H, 1984, MoT till end of June, full exec, seatbelts, Telma, retrimmed, immaculate£40,000 + VAT

Both coaches in excellent condition, any inspection welcome
Tel: 01506 826444 or
01506 827629 (Eve)

BCB/444/1883/FC

COURT

COACHES

1986 BEDFORD YNV PARAMOUNT 3200, 53 seats, MoT 1/99.....£19,750
1984 BEDFORD YNT PARAMOUNT 3200, 57 seats, belts, clean, Isle of Wight, example, MoT 2/98.....£14,750
1980 BEDFORD YMT SUPREME IV, 53 seats, power doors, MoT 5/98.....£3,450
1979 VOLVO B58 DOMINANT II, 57 seats, belts, MoT 9/98.....£4,750

BUSES

1986 BEDFORD YMT DOMINANT BUS, 55 seats, MoT 9/98.....Due In
1986 BEDFORD YMP, W/Stringer Vanguard bus, 45 seats, MoT 5/98.....Due In
1977/8/81 LEOPARD DOMINANT BUS, 53 seats (+ 18), MoT 5/98.....£5,750
1977/8/81 LEOPARD ALEXANDER, Y Type, 53 seats, various MoT's from £3,750
1981 ATLANTIAN ECW, 74 good seats, MoT 6/98, v/clean.....£5,750
1976-79 LEYLAND NATIONAL, 10/11 metre, 44/52 seats, current tests, choice of 4.....£1,750 - £2,750

MINI/MIDIS

1991 OPTARE METRORIDER LWB, 26 bus seats (can be 31), new MoT's, choice of 3, from.....£13,750
1989 MERC 811D MELLOR, 29 coach seats on tracking, belts, Hideaway Side Lift, power doors, low mileage, rare vehicle, new MoT shortly.....£19,750
1987/8 FORD TRANSIT DI MELLOR, 16 seats, power doors, various MoT's.....From £3,000
1987 MCW METRORIDER SWB, 25 seats, MoT 11/98, VGC.....£4,250
WINTER SALE - DRIVE AWAY - NO MOT'S

1981 BEDFORD YMQ DOMINANT SERVICE BUS, 45 seats.....£2,250
1980 LEOPARD DOMINANT II EXPRESS, 49/53 seats, excellent runner.....£2,450
1978 BEDFORD YMT DOMINANT SERVICE BUS, 55 seats.....£1,250
1978 FORD R1014 SUPREME III, 45 seats, totally original.....£1,450
1976 BEDFORD YMT DOMINANT, 53 seats, clean and tidy.....£1,250
1981 VOLVO B10M DOMINANT II, requires seats or ideal for rebodys as E Lancos d/decker.....£9,750

SEATS, 57 STD Plaxton from Supreme IV, retrimmed 5 years ago.....£700

All Plus VAT

Wealden PSV

Tel: 01892 833830
0585 838989 anytime
(Kent) BCB/444/1957/FC

1983 DAF BOVA EUROPA 53 RECLINERS

nice condition, MoT Aug 98, tax April 98, many new parts, re-advertised due to timewasters

£10,500 ONO

TEL: 0116 2767 228 (DAY)

EVE: 0116 2673754

ASK FOR PAUL

BCB/444/2329/FC

1981 VOLVO B58 DUPLÉ DOMINANT II, Open to sensible offers

1982 VOLVO B10M DUPLÉ DOMINANT GOLDLINER,

53 retrimmed seats

1983 FORD R1114 PARAMOUNT,

no sensible offers refused, (fixtures to accommodate side lift)

01676

541110/540282

BCB/444/2353/FC

1989 LEYLAND TIGER

Plaxton 3200, Cummins L10 engine, seat belted, 53 recliners, ABS, Telma, d/glazed, toll window, ferry lift, variable speed control, supplied with new MoT

£52,500 ono + VAT

1976

BEDFORD YMT,

53 seater, 500 engine, new front, MoT until May '98

£2250 ono + VAT

No sensible offer refused

01202 576645

BCB/444/1956/FC

1983 LEYLAND TIGER JONCKHEERE, 53 seater
1983 LEYLAND LEOPARD DUPLÉ DOMINANT II, 53 seater
1980 LEYLAND LEOPARD DUPLÉ DOMINANT II, 53 seater
01676 541110/540282

BCB/444/2354/FC



1987 PLAXTON 3200 DAF DHTD, 6 speed splitter gearbox, 57 seats, brown moquette, cream/red, exterior, radio/PA, seatbelts, excellent mechanical condition, MoT Dec '98.....£36,000 + VAT
TEL: 01225 422267

BCB/444/1950/FC

1995 VOLVO B9M VAN HOOL ALIZEE, 36 seats, rear toilet, servery with water boiler and fridge, MoT Jan 1999.....£122,000

1995 VOLVO B10M VAN HOOL ALIZEE, 53 seats, rear toilet, water boiler, continental door, MoT Jan 1999.....£126,000

Tel: 01505

850456

BCB/444/1955/FC



LEYLAND TIGER PLAXTON PARAMOUNT 3500

50 reclining seats, continental emergency exit, long test, straight from our fleet, well maintained

£18,750 + VAT

Tel 01702 541511

(Essex)

BCB/444/1952/FC

1984 LEYLAND TIGER PARAMOUNT 3500, exec, rear sunken toilet and servery, 49 Vogel recliners, TV and wired for video, MoT 4/98, in need of stretch panel. Hence price.....£17,500 ono

1984 BEDFORD PARAMOUNT 3200, 53 seats, with new trim, new MoT, very clean£12,500 ono

CHOICE OF 3 LEYLAND NATIONALS, R,S, and T, various MoT's, all in daily use.....£2,750 each ono + VAT

Tel: 01622 820304

BCB/444/1958/FC



BRISTOL VR OPEN TOP, Long test, excellent condition.....£5,000 + VAT

Also

2 CONVERTIBLE VR OPEN TOP, available

Tel: 01702 541511

(Essex)

BCB/444/1951/FC



1994 L MAN OPTARE VECTA SERVICE BUS

40 seats and 16 standees, 1st class order, long MoT

Choice of two

£55,000 + VAT each

01698 372132

BCB/444/2207/FC

EMPRESS OF LONDON LTD

For sale due to fleet update:-

All in excellent condition, low mileage and very high spec only used on private hire work

1990 VOLVO B10M PARAMOUNT 3500, 53 seats

1991 VOLVO B10M PARAMOUNT 3500, 53 seats

1993 TOYOTA OPTIMO, 21 seats

PRICES AND SPEC ON APPLICATION

TEL: 0171 739 5454

BCB/444/2201/FC

20 SEATER TRANSIT, 2.5 Di, 1990, H reg, dormobile body, power door, power steering, full height seats, full soft trim, luggage racks, excellent cond.....£9,500 + VAT

BEDFORD YNT PLAXTON 3200, 1985, 53 seater, 6 speed box, tinted glass, power door, radio, test June 98.....£16,000 + VAT

01745

570000

BCB/444/2204/FC

VOLVO B10M MKII 1988 VAN HOOL ALIZEE SUPER HIGH, 51-53 seats,full exec, excellent condition.....£62,000 ono

MERCEDES 609D 1988 REEVE BURGESS, 20 luxury seats, good condition.....£10,500 ono

LEYLAND DAF 400 1992, 15 seats, Peugeot engine and gearbox, immaculate condition.....£5,000 ono

ALL THE ABOVE VEHICLES ARE TAXED & TESTED AND PLUS VAT

TEL: 01207 543386

BCB/444/2209/FC

VOLVO B10M ALGARVE, C reg, 49 seats, toilet.....£30,000 + VAT ono
VOLVO B10M 3500 PARAMOUNT, A reg, 49 seats, toilet.....£30,000 + VAT ono
BOTH ABOVE RECENTLY RE-POWERED

NEOPLAN SKYLINER, 75 seats, toilet, E reg, Gardener automatic £45,000 + VAT ono
MERCEDES 709, 25 seat coach, power door, PMT Amal, G reg.....£12,500 + VAT ono
87 VOLVO B10M, 51 blue Danube Ikarus.....£35,000 ono

LEYLAND LEOPARD DUPLÉ DOMINANT II, 49 seats, Grant doors, W reg.....£2,500 + VAT ono

All above vehicles MoT and taxed and in daily use:
Part Ex considered

Tel: 0131 440 4400 office

0131 666 0857 Home

(Edinburgh) BCB/444/2205/FC

1996 MERC 814 AUTOBUS CLASSIQUE, 29 seater, electric doors, all white.....

1984 MERC 608, Reeves Burgess 21 retrimmed seats

1983 BEDFORD YMT, Plaxton Paramount, 53 seater.....

1982 BEDFORD YMPs, Duple Dominant II, 35 seater

01676

541110/540282

BCB/444/2352/FC

FORECOURT

1986 LEYLAND TIGER DOYEN

48 seats, toilet, TV, wired for video, hot drinks

£18,250 + VAT for quick sale

01228 810387

Office Hours

BCB/444/2342/FC

VOLVO B10M JONCKHEERE TWIN DECK

Rear lounge (PP), TV/video, hot water boiler, Webasto heater, carpets, blinds, Telma, drivers bunk, recent engine overhaul, painted 2 pack white, seat belts, reluctant sale

£23,000 + VAT

0131 654 2492

BCB/444/1963/FC

MERC 709 ROBIN HOOD, 24 SEAT BUS, 1988 (F), only 242,000 kms, (ex-local authority), MoT Sept '98.....**£10,500 + VAT**

DODGE S56 ALEXANDER/REEVE BURGESS, 25 seat buses, choice 1986/7 D, auto or manual, new gearboxes, MoT various to Jan '99.....**£2,700 + VAT each**

BRISTOL VR ALEXANDER, 75 seat bus, 1980, V. exceptional condition, MoT April.....**£5,000 + VAT**

FORD TRANSIT DORMOBILE, 16 seat bus, 1985 B, VGC, MoT Oct.....**£1,300 + VAT**

TEL: 0378 372061

(BRISTOL) BCB/444/1962/FC

END OF SEASON COACHES FOR SALE ALL LOW MILEAGE PRIVATE HIRE USE

(NEW REPLACEMENTS ORDERED)

1993 SCANIA K113TRB BERKHOFF, 73 recliners, toilet, video, seat belts, MoT Jan '99.....**£135,000**

1993 MAN 16.290 DEAUVILLE, 51 recliners, mid sunken toilet, continental door, video, seat belts, MoT Jan 99.....**£85,000**

1992 MAN 16.290 DEAUVILLE, 51 recliners, mid sunken toilet, continental door, video, seat belts, MoT Jan '99.....**£75,000**

1990 DAF MB230 PLAXTON 3500, 51 recliners, rear sunken toilet, continental door, video, seat belts, MoT Nov '98.....**£60,000**

1988 DAF MB230 PLAXTON 3500, 51 recliners, rear sunken toilet, continental door, seat belts, MoT Feb '98.....**£45,000**

1988 TALBOT EXPRESS 14 SEATER, choice of 2 (end of contract), MoT expired.....**£1,500 ono**

All prices exclude VAT and tyres

**Contact John or Roger
DORSET TRAVEL
SERVICES LTD
BOURNEMOUTH
01202 537568**

BCB/444/2350/FC

EXPRESS TRAVEL (Holdings) LTD

July 1993 VOLVO B10M PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers, ZF S685 Manual Gearbox ABS, 3 piece windscreen, destination. **CHOICE OF 3 OFFERS**

August 1992 VOLVO B10M PLAXTON PREMIERE

46 seats, toilet, servery, overhead lockers, ZF fully automatic gearbox, intergral retarder, ABS, 3 piece windscreen, digital destination. **CHOICE OF 3 OFFERS**



BCB/444/2348/FC

Contact Ian Hann on: 0151 2812811

VOLVO 1988 B10M JONCKHEERE, 49 seats + courier, toilet, seat belts, etc, tested May '98, all white.....**£62,500 + VAT ono**

DAF 1989 SB3000 VAN HOOL, 51 seats + courier, toilet, seat belts, etc, tested Oct '98, all white.....**£69,500 + VAT ono**

LEYLAND ATLANTIAN, 74 seats, MoT March 1998, single entrance, ready to work, first registered 1980, recent engine rebuild.....**£4,950**

THESE VEHICLES ARE WELL MAINTAINED, FIRST TO SEE WILL BUY

01282 861234

TYRER TOURS LTD

BCB/444/1961/FC

1983 PP MERC 608, mini supreme, 19 seats with recliners & belts, clean & tidy.....**£6,000 + VAT**

1980 PP PLAXTON SUPREME BEDFORD 500 ENGINE, 6 speed box, seat belted, clean for age, MoT & tax.....**£6,000 + VAT**

1976 LEYLAND LEOPARD PLAXTON SUPREME 57 SEATS, seat belts, good clean coach for age, seats 2 yrs old, MoT & tax.....**£5,000 + VAT**

01409 221661

BCB/444/2348/FC

APPLEGATES HAVE FOR SALE

1986 PLAXTON 4000, Neoplan chassis, 71 seater, toilet, hot water boiler, curtains, tinted windows.....**£48,000**

1983 SETRA 49 SEATER, toilet, TV units, video, coffee machine + courier seat with curtains, tinted windows.....**£36,000**

2x 1974 LEYLAND FLEET-LINES WITH LEYLAND 680, 74 seaters, suitable for school contracts etc, in good running order, MoT'd.....**£2,500**

01453 810314

BCB/444/2347/FC

608 D MERCEDES, 20 seat, Reeve Burgess body, excellent condition, MoT.....**£2,750**

TRANSIT 190 FORD, 16 seat minibus, power door, seatbelts with 12 months MoT.....**£1,750**

WANTED

24-26 SEAT MERCEDES COACH, would p/ex for above with cash adjustment or straight purchase

TEL: 01208 850599 (Day)

01208 77989

01208 850183 (Eve)

BCB/444/2345/FC

GO AHEAD GROUP NORTH EAST

LEYLAND TIGER PLAXTON PARAMOUNT 3500

Choice of four, 1986-89, all with long tests
From £35,000

Contact:

David Slater 0191

3883026

BCB/444/2343/FC



1988 PP VOLVO B10M AUTOMATIC, DUPLÉ 340, 55 reclining seats with lap belts, long MoT, OSR continental door, bodywork refurbished by ourselves and in excellent condition, already to work, ideal for schools or commuter service, in daily use, **Choice of two**

£44,950 + VAT Each

01698 372132

BCB/444/2206/FC

EMBLINGS EUROPEAN COACHES

Due to fleet upgrade we have the following vehicles for sale



**SCANIA 113
CRB VAN
HOOL ALIZEE
SH 1990**

49/53 demountable, reclining seats + courier seat, alloy wheels, Telma, double glazing, curtains, centre carpet, fridge, water boiler, TV monitor, video, toilet, seat belts, exterior white, red & blue, 12 months MoT, owned by us from new. Available on lease purchase, £5,000 + VAT deposit, 60 months at £1,800 a month. **Subject to acceptance**



**VOLVO B10M
PLAXTON
1987 PP
PARAMOUNT
3500**

49 reclining seats + courier, seat belts, Telma retarder, double glazing and curtains, rear sunken toilet, centre gangway carpet, exterior base white, 12 months MoT. Available on lease purchase, £3,000 + VAT deposit, 60 months at £995 + VAT a month. **Subject to acceptance**



**2 X 1984 (PP)
BOVA
FUTURAS
FHD**

49 recliners + courier seat, double glazed, centre sunken toilet, curtains, drivers berth, centre carpet, drinks machine, TV, video, seat belts, exterior white, red, blue, 12 months MoT. Available on lease purchase, £3,000 + VAT deposit, 36 months at £995 + VAT. **Subject to acceptance**

Contact John Embling Tel: 01945 450253/450210 (Cams)

BCB/444/2341/FC

CLASSIFIED

TELEPHONE 01775 711777 FAX 01775 711737
TO ADVERTISE IN NEXT WEEK'S ISSUE RING US NO LATER THAN 1 O'CLOCK TUESDAY

AEC

AEC 760, horizontal engine, unused since purchase, £750 ono. Phone for details 01747 854359.

BCB/444/1863/AEC

BEDFORD

1978 BEDFORD 500 SUPREME, taxed and tested, in daily use, supplied with 53 Securon seat belts not fitted, £1,175 to clear + VAT. Tel: 01497 851616 (Paul).

BCB/444/1895/BED

BEDFORD 1984 YNT PLAXTON PARAMOUNT 3200, 53 seats, lap belts, power door, no signwriting, to be sold with full MoT, good condition, £12,500 + VAT ono. Tel: 01773 822395.

BCB/444/2330/BED

1973 BEDFORD YRT, 500 engine, 53 seater, 11 months MoT, £1,500. Tel: 01743 792622.

BCB/444/1949/BED

1978 BEDFORD YNT 500 VAN HOOL, 53 seater, test Sept '98, £2,250 ono + VAT. Hertfordshire Travel 01727 875568.

BCB/444/1885/BED

BEDFORD 1984 YNT LASER, 53 seater, MoT Jan '99, 500 turbo engine, 6 speed ZF gearbox, £10,500 + VAT. Tel: 01623 650241 or 743845.

BCB/444/1870/BED

1978 BEDFORD YLQ, 45 seats, power door, MoT October '98, tax February, no signwriting, very good condition, £2,000 + VAT. 01773 836563.

BCB/444/1864/BED

BEDFORD YMQ 1981, service spec, 50 seats, MoT June, VGC, seat belts not required, £2,500 ono. PROFESSIONAL STEAM CLEANING RAMPS, sectional, galvanised, £1,000 ono. Tel: 01978 842540 or 0410 568140.

BCB/444/1936/BED

BEDFORD YMP 1983 PARAMOUNT, 35 seats, excellent condition, only 2 owners from new, FSH, still in daily use, taxed and MoT'd, £8,950. Tel: 0171 739 5454.

BCB/444/1960/BED

BOVA

FOR SALE DUE TO FLEET UPDATE

1982 BOVA EUROPA, white with blue & red flashes, 53 seats + crew seat, recent retrim, seat belts, will sell with new MoT£15,000 + VAT

1982 BOVA EUROPA, cream, 51 seats + crew seat, telma, fitted seat belts, MoT till May 98£15,000 + VAT

WOODS HOLIDAYS
01243 868080 EXT 208

BCB/444/1485/BV

DAF

1985 DAF JONCKHEERE P99 TRI-AXLE

71 RETRIMMED RECLINERS
Toilet, fridge, hot water boiler, radio/PA video, plus TV's, splitter, drivers' bunk + PP, MoT June '98, vgc
£29,500 + VAT
01268 711527

BCB/444/1891/DAF

DAF

DAF 1987 DHTD PLAXTON 3200, 53R seats retrimmed with belts, £35,000 + VAT. Tel: Roger Mott (01296) 613831 Bucks. BCB/444/1891/DA

DENNIS

JAVELIN 290GX PLAXTON PREMIER 350, 53 reclining seats, double glazed, fully carpeted, air conditioning, stereo/radio/pa, plain white, 'M' 1995. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2315/DE

DENNIS DUPL 320 11M, 53 recliners, C.O.I.F., seat belts, May '98, VGC, £37,500 + VAT. 01371 872644.

BCB/444/2325/DE

JAVELIN 290GX CAETANO ALGARVE II, 51 reclining seats, belts, double glazed, rear surface mounted toilet, continental door, drinks dispenser, stereo/radio/pa, plain white, 'N' 1996. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2314/DE

NEW AND RECENT DART 9.8M + 10.6M, SLF, available for rental now. Tel: 01625 860888 or 0836 782801.

BCB/444/5361/DE

JAVELIN DUPL 320

CHOICE OF 2 BOTH SEMI RECLINERS
12 metre, seatbelt fitted, 57 seats,
1990 G Reg, radio/PA, MoT February 1999
£45,000
55 seater F Reg, MoT March 1999,
radio/PA
£38,000
Tel: 01293 562300

BCB/444/1932/DE

1995 51 SEATER 245 BERKHOF FULL EXEC, video, recliners, carpets, curtains, toilet, water boiler, good MoT, 3.5£95,000 ono
1994 51 SEATER 245 BERKHOF FULL EXEC, video, recliners, carpets, curtains, toilet, water boiler, good MoT, 3.5£92,000 ono
1991 DENNIS 12 MTR PLAXTON PARAMOUNT, 51 R seats, carpets, curtains, video, radio, rear sunken toilet, hot and cold water boilers, good COF, immaculate.£60,000 ono
1990 DENNIS 12 MTR PLAXTON PARAMOUNT, 51 R seats, carpets, curtains, video, radio, rear sunken toilet, hot and cold water boilers, good COF, immaculate.£58,000 ono
All coaches as new and all prices + VAT
TEL: BICKNELLS ON
01483 422110

BCB/444/2334/DE

DOUBLE DECKER

1983/84 LEYLAND TITAN

Double Deckers, 2 doors, 70 seats, some with long test. Gardners 6 LXB engines
Available at competitive prices, quantity available

Ensign Bus & Coach Sales Ltd
Albright Industrial Estate,
Ferry Lane, Rainham, Essex
Telephone 01708 631122
Fax 01708 631086

BCB/444/1875/DD

DOUBLE DECKER

1981 BRISTOL VRT, ECW, low bridge body, Gardner engine, 74 moquette seats in excellent condition, £6,500 + VAT. Tel: 01962 760222.

BCB/444/1944/DD

K REG (1971) LEYLAND ATLANTAN, converted to playbus, MoT July 1998, open to offers. Tel: Kathy on 01643 707190 or 01643 841531.

BCB/444/1881/DD

MCW METROBUSES

1980-1986

70-77 seats, Gardner/Voith, in daily use, all with current MoT

Prices from £8,000 + VAT

Also:
DENNIS DOMINATORS & TITANS
1982-1983
01708 631001

BCB/444/2306/DD

FORD

1980 FORD R1114 PLAXTON SUPREME, 53 seater, power door, tinted windows, clean and tidy, taxed until March, no MoT, drive away, £1,450. Tel/Fax: 01424 429468.

BCB/444/1948/FO

FORD UPRIGHT 360 TURBO ENGINE & GEARBOX in vehicle, can be driven, cheapest Ford of the year, bargain £250. Phone Ivan Thomas 0181 397 4276 or 0410 157760.

BCB/444/1945/FO

FORD PLAXTON PARAMOUNT, 35 seater, 8.5 metres long, seat belts, good condition, very reliable, £12,500 + VAT. Tel: 01282 773371 or 01282 772751.

BCB/444/1810/FO

1978 53 SEATER DUPL DOMINANT II WITH SEAT BELTS, P/D, MoT to Sept '98, taxed to June '98, £2,000 ono. **1976 45 SEATER DUPL DOMINANT I**, P/D, MoT Oct '98, taxed Jan '98, £1,500 ono. 01942 884844.

BCB/444/1713/FO

TOURNEO 8 + DRIVER, also new Transit Taxi Bus, 8/1 w/chair + V.W. Diesel Taxi Bus in stock, + double door V.W. Taxi Bus, also Hi roof Transit 16, latest, semi Hi roof Transit 16 luxury face forward, stock. Part ex welcome. Blythwood Motors 0141 221 3165 or 0141 639 6107 eves. BCB/444/2337/FO

FORD 1014 PLAXTON SUPREME IV 1980, 45 seats, breaking for spares. Tel: 01333 350550.

BCB/444/2203/FO

LAG

1990 (G) LAG CUMMINS, 49 exec, centre toilet, fridge, drinks machine, TV, video, bunk, owned from new, choice of two, immaculate vehicles, 12 months MoT, £48,500 and £53,500 with aircon. Phone Titterton Coaches 01768 483228.

BCB/444/1847/LA

LEYLAND

LEYLAND TIGER TL11 S/A 1985 PP CARIBBEAN II, 49 recliners, re-moquetted, TV, video, toilet, water boiler, MoT August, very good condition, £18,500 + VAT. 01268 711527.

BCB/444/2332/LE

1984 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 51 reclining seats, semi automatic gear box, seat belts, any inspection invited, maintained regardless of cost, first to see will buy, tested to March 1998, will retest if required, £23,000 plus VAT. Tel: Torrs Coaches (Nottingham) Ltd 0115 9618628.

BCB/444/1948/LE

1982 LEYLAND TIGER PLAXTON, 50 seats, semi-auto, T&T, all white, £9,000 + VAT. **1985 TIGER 245 CARIBBEAN II**, 50 seats, semi-auto, T&T, all white, private plate, DJU 704, £19,500 + VAT. Tel: 01659 50322/50308.

BCB/444/1887/LE

1988 LEYLAND SWIFT, 38 seats, seat belts, speed restricted, Cummins engine, very clean, MoT taxed, £22,000 ono. Tel: 01388 772772 (Durham). Humbles Coaches.

BCB/444/1867/LE

1977 LEYLAND LEOPARD, 11 metre, 49 seats, Plaxton Supreme, Tiger front, very tidy, recon engine & gear box, PP, seat belts, 12 months MoT & tax, £3,995. Tel: 0121 355 6862.

BCB/444/1459/LE

1988 LEYLAND SWIFT, 37 seats, very clean, long test, £30,000. Tel: 01437 532468.

BCB/444/1959/LE

Leyland Daf

J Reg, 16 seater with lap belts, Test April 98, very good condition, 81,000 miles, sale due to loss of contract
£6,000 + VAT ono
Contact Aled.
01758 720904

BCB/444/1591/LE

1986 TIGER 260 DUPL 320

High-Spec, new engine, taxed/ tested, ZF auto g/box, 48 seater, painted white, servry/sinks, boiler, r/s toilet, air suspension, Telma, p/a, tape, radio, wired for TV, twin/tanks, tinted windows, soft trim, curtains, cont. door, auto/lube, l/loaders boot, p/p available

£27,500

0191 5869900

BCB/444/1859/LE

1985 PP PARAMOUNT 3500 MK2

53 seater, auto, S/B, semi auto (recond. Dec '97), full soft trim, repanelled, radio/pa, Webasto, MoT Jan '99, good clean coach
£21,000

01865 331249
(Oxon)

BCB/444/1786/LE

LEYLAND

1980 LEOPARD DUPE DOMINANT II, 12 metre, 53 seats, test April '98, £4,250 + VAT ono. Hertfordshire Travel 01727 875568.

BCB/444/1886/LE

MERCEDES

MERCEDES 609, new conversion, new test, too good to miss, £15,000 + VAT. 01744 600171.

BCB/444/2327/ME

MERCEDES 412 SPRINTERS, Special offer, 1 only, 5 w/chairs + 3 seated or 16 removable seats, M2 tested & tail lifts also 16 M2, top luxury spec & 410 16 luxury, all immediate delivery. Mercedes Buses & Coaches urgently required for cash, immediate settlement. Part exchange welcome. Blythwood Motors. Tel: 0141 221 3165 or 0141 639 6107 eves.

BCB/444/2340/ME

MINICOACH MERCEDES 814D AUTOBUS 1993, 25 reclining seats, drinks & video, power door, very nice condition, £29,950 + VAT. Tel: Roger Mott (01296) 613831 Bucks.

BCB/444/1892/ME

MERCEDES 307D, B REG, 12 seater minicoach, 12 months PCV tested and 5 months tax, seat belts and usual refinements, £2,100 no VAT. Tel: Rotherham 01709 559273.

BCB/444/1888/ME

NEW VARIO AND RECENT MERCEDES BUSES, available for rental. Tel: 01625 860888 or 0836 782801.

BCB/444/5360/ME

MERCEDES SERVICE BUSES AVAILABLE NOW, Vario, manual and auto with Telma, 33 and 29 seats Plaxton 29 on 810 with 97 DipTac floor and step height, air suspension. ALL COACHES FROM 37 SEAT 814L AIR SUSP. TO 29 seats, 25 seats, 24 seats, 16 seats, all for immediate or very early delivery. Part ex welcome. Tel: Blythwood Motors 0141 221 3165 or 0141 639 6107 eves.

BCB/444/2339/ME

X REG 1981 MERCEDES 508, fully seat belted, MoT 19/6/98, taxed to April, mechanically good ideal contract vehicle, £1,250 + VAT. 01706 621010 or 0860 223226.

BCB/444/1728/ME

MERCEDES 814L EXECUTIVE COACH, SEPT '96 (P), 6 cylinder engine, rear air suspension, silver, 26 reclining seats, 3 tables with lamps, curtains, TV & video, toilet/washroom, shades servery with fridge and hot & cold water, radio/cassette, power door, luggage racks, reading lights, forced air, large boot, immaculate condition, 48,000 miles, FSH, MoT Oct '98, £65,000 + VAT ovno. Tel: 01494 713080.

BCB/444/1931/ME

MERCEDES VARIO, luxury coaches, ZF box, coach built, 33, air door, forced air & reading light, carpeted, in stock, £65,000. Mercedes Buses & Coaches urgently required for cash. Part ex welcome. Blythwood Motors Tel: 0141 221 3165 or 0141 639 6107 eves.

BCB/444/2338/ME

1986 C MERC 608D 21 SEAT MINICOACH

Armrests, coach back end, boot, side skirts, very smart, taxed, tested ready to go

£4,500
01509 890137

BCB/444/1795/ME

MERCEDES

MERCEDES 608D 1984 21 SEATER COACH, taxed, MoT Aug '98, recent engine rebuild, hi-back seats, armrests, tinted windows, recent repaint, £2,350 ono + VAT. Tel: 01924 893585 (West Yorkshire).

BCB/444/1794/ME

1984 MERCEDES 608D

19 Hi-back coach seats, rear boot, long MoT and Tax, recently resprayed. Good condition

£3,250
0115 9205305
0378 524800

BCB/444/2308/ME

1991 MERCEDES 609

19 + courier Vogel seats, arm rests, lap & diagonal belts, curtains, centre aisle carpet, large dropwell boot, radio, cassette, 2 saloon heaters, 12 months MoT, 6 recent new tyres, excellent throughout

£15,000 ono + VAT

Tel: 0113 2609824
Mobile: 0850 475841

BCB/444/1954/ME

1989 Mercedes 609D

23 coach seats, boot, power door, luggage racks, Bristol dome, inertia seatbelts, tested until end of August

£11,500 + VAT

Phone Peter on
01246 582246

(Derbyshire)

BCB/444/1898/ME

MIDIBUS

25 SEATER E REG DODGE 56, test June, also 1 with 21 coach seats + belts, test December, manual, Iveco manual gear box + Freightrover parts. Tel: 01254 871878 or 0850 401640.

BCB/444/1900/MID

MINIBUS

1989 F CITROEN 2.5 TURBO DIESEL, 14 seat, MoT July 98, tax April 98.....£3,000

1988 E TRANSIT 2.0 PETROL, 11 seat, MoT April 98.....£2,000

1993 Q DODGE DIESEL, 26 seat bus, ex MoD, no MoT, no tax, ideal conversion or school bus.....£800

Part Exchange for 16 seat Minicoach

Tel: 01206 823694

BCB/444/1943/MB

WHEELCHAIR ACCESSIBLE

MERCEDES 608D, D reg, 28 seater with Ratcliffe wheelchair lift, MoT.....£3,750

FREIGHT ROVER, E REG, high top diesel minibus, 14 seater with hideaway wheelchair lift, MoT, white.....£3,750

1988 FORD TRANSIT 2.5 DIESEL, 14 seater, taxed and MoT.....£3,500

F REG RENAULT TRAFFIC, diesel, 8/11 seater, wheelchair ramps, MoT and taxed.....£2,250

Tel: 01983 731299

BCB/444/1858/MB

MINIBUS

ELITE COACHBUILDERS LTD



LDV 400 DIESEL 16 SEATER EXECUTIVES 1995 "M" REG

LWB and Hi-Roof, choice of four, 1 owner, low mileage, examples in white with brand new Elite Conversion to M2 Standards, lowered dropstep front entry, demi back seat with 3 point belts, full soft trim throughout, power steering and much, much more. Supplied with full test. Compare our unbeatable price anywhere from only.....£13,995 + VAT

ALL FINANCE OPTIONS AVAILABLE

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BCB/444/1658/MB

WEATHERSFIELD LIMITED VAN & TRUCK MINIBUS SALES NEWPORT'S MINIBUS CENTRE

Suppliers of a wide selection of Buses from Hackney Carriage to 53 seater PSV

Sale price Plus VAT

01633-265030

After hours 0589-775026 or 0374-194077



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1988 E RENAULT S56 MARK II NORTHERN COUNTIES, 25 seat buses, choice
.....**£4,995**
1987 E RENAULT S56 ALEXANDER, 19/21 seat buses, just two left.....**£3,695**
1987 D/E RENAULT S56 REEVE BURGESS, 25 seat buses, very clean, choice
from.....**£3,995**
1987 D MCW METRORIDER, 23/5 seat buses, Perkins engine, just one left.....**£5,995**
1987 D IVECO 49.10 ROBIN HOOD, 21 seat buses, choice.....**£3,995**
1986 C MERCEDES 608D/REEVE BURGESS, 20 seat bus.....**£5,495**
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1988 F FREIGHT ROVER, 18 seat bus, Carlyle Mark II, fitted with Chrysler heavy-duty automatic gear-
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1987 D RENAULT S56 MARK I, 25 seat coaches, Reeve Burgess bodywork complete with luggage racks
and rear boot, choice of several
1987 E RENAULT S56 MARK I NORTHERN COUNTIES, 27/29 seat buses, choice of several
1987 E OPTARE CITY PACER, 21/25 seat bus, manual gearbox, one only

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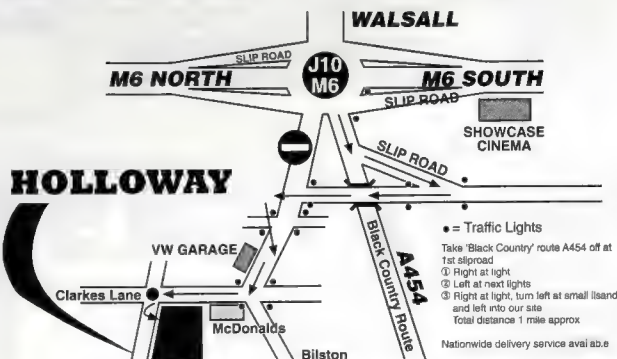


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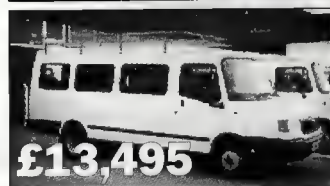
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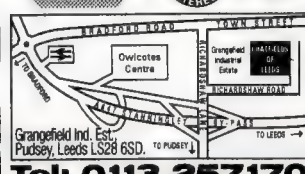
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SETRA

SETRA 215HR, 53 reclining seats, fully carpeted, stereo/radio/pa, 'H' 1991. Rental, Lease or Sale. Dawsonrentals Ltd 01980 218111.

BCB/444/2310/SE

SETRA S250 SPECIAL, 57 FIXED SEATS, drivers recaro seat, heated drivers window, S300 electric wing mirrors, alloy wheels, stereo/radio/pa, fully carpeted, 'N' 1996. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2309/SE

VOLVO

1989 B10M GLE DEAUVILLE, 48 seats, every conceivable extra including air conditioning, very low mileage & used on quality work only, £63,500 + VAT. Tel: Roger Mott 01296 613831 Bucks.

BCB/444/1894/VO

B10M VAN HOOL ALIZEE, 49 reclining seats, belts, rear mounted toilet, hot water dispenser and sink, refrigerator, video & monitor, stereo/radio/pa, 'G' 1990. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2313/VO

1990 VOLVO B10M JONCKHEERE DEAUVILLE, 51 recliners, rear sunken toilet, hot water boiler, double glazed, MoT September 1998, white, good condition, £65,000 + VAT. Tel: 01270 625096. Barratts Coaches.

BCB/444/2323/VO

B10M IKARUS, 49 RECLINING SEATS, belts, centre sunken toilet, c/w hot water dispenser, stereo/radio/pa, 'E' 1987. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2312/VO

VOLVO B10M JONCKHEERE BERMUDA 1981

49 seats plus courier, seat belts, toilet, fridge, coffee, drivers' bunk, wired for sights and sounds, long MoT

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BCB/444/1592/VO

1984 SETRA 228DT, D/D, P/P, 74 reclining seats + courier, toilet, hostess area, 2 tables, Mercedes engine, 8 speed g/box, wired for TV, exceptional mechanical condition, many new parts, too much to list, full test. Ring for further details

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1985 SETRA 215HD, 48 seats, toilet, TV, video, fridge, full test, VGC, recon diff. Mercedes engine, 6 speed ZF. Any trial welcome

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1988 (PP) VOLVO B10MT PLAXTON 4000 RS, 67 SEATER

Fitted with toilet, 4 TV's + video, drinks machine, fridge, etc, new MoT, in excellent condition

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BCB/444/2331/VO

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BCB/444/2302/TO

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B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, belts, centre sunken toilet, hot water dispenser and sink, video & monitors, stereo/radio/pa, refrigerator, continental door, double glazed, 'J' 1992. Rental, Lease or Sale. Dawsonrentals Ltd 01908 218111.

BCB/444/2311/VO

1986 VOLVO B10M, 49/51/53 seater, coach, mid de-mountable toilet/coffee machine, double glazed, Webasto, Telma, courier seat, TV, test July 1998, tidy vehicle. Price £43,500. Telephone 01865 872270 or 0860 718790.

BCB/444/1866/VO

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49/53, centre toilet, taxed/tested, low mileage, nice vehicle

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BCB/444/1798/VO

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1995 VOLVO B10M VAN HOOL ALIZEE

49/53 rec. seats, centre sunken demountable toilet, fridge, water boiler, cont. door, Int. red/grey, Ext. white, MoT Oct '98



1994 BOVA FUTURA FHD

51/55 rec. seats, centre sunken demountable toilet, cont. door, d/glazed side windows, driver's bunk, Int. grey, Ext. white/green/blue, MoT Jan '98



1988 VOLVO B10M PLAXTON 4000

65 retrimmed rec. seats, toilet, water boiler, wired for video/monitor, Telma retarder, Int. autumn tint, Ext. white, MoT March '98



1983 VOLVO B10M JONCKHEERE P90

58 rec. seats, toilet, water boiler, Int. brown, Ext. white, MoT July '98



1988 LEYLAND SWIFT WADHAM STRINGER SERVICE BUS

38 seats, p.o.d., Int. grey/red/orange, Ext. white, MoT Aug '98

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1994 (M) BOVA FUTURA FHD - 49 rec. seats, centre sunken toilet, cont. door, water boiler, drivers bunk, Int. grey/green, Ext. white, MoT July '98

1992 DENNIS JAVELIN BERKHOF EXCEL 1000 - 53 rec. seats, courier seat, p.o.d., Int. grey, Ext. white, MoT June '98

1992 LEYLAND DAF 400 DORMOBILE - 21 moquette seats, seat belts, p.o.d., Int. grey/red, Ext. white, MoT Nov '98

1990 VOLVO B9M PLAXTON PARAMOUNT 3200 - 40 rec. seats, courier seat, p.o.d., d/g side windows, Int. orange/black, Ext. white/orange, MoT Nov '98

1990 VOLVO B10M VAN HOOL ALIZEE - 49/53 rec. seats, centre sunken demount. toilet, cont. door, water boiler, wired for video/monitor, Int. autumn tint, Ext. white, MoT Nov '98

1989 VOLVO B10M PLAXTON 3200 - 53 rec. seats, courier seat, p.o.d., Int. brown/red, Ext. white, MoT Aug '98

1989 LAG PANORAMIC - 49 rec. seats, centre sunken toilet, cont. door, fridge, water boiler, wired for TV/monitor, Telma retarder, Int. red/maroon, Ext. white, MoT Dec '98

1987 VOLVO B10M PLAXTON 3200 - 49 rec. seats, rear floor level toilet, Int. autumn tint, Ext. white, MoT May '98

1986 NEOPLAN SKYLINER - Gardner Engine, auto trans. 77 rec. seats, toilet, servery with fridge/water boiler, Int. red, Ext. white, MoT Dec '98

1982 VAN HOOL ACRON - 49 rec. seats, centre sunken toilet, water boiler, wired for video/monitor, d/g side windows, Int. brown, Ext. yellow/white, MoT June '98



1992 VOLVO B10M VAN HOOL ALIZEE DH

48 rec. seats, rear floor mounted toilet, servery with fridge/water boiler, Int. blue/grey, Ext. white, MoT Dec '98



1995 MAN 10.180 BERKHOF 1000

33 rec. seats, toilet, water boiler, video/monitor, cont. door, air con, Telma retarder, Int. grey/green, Ext. white/blue, MoT March '98



1990 VOLVO B10M PLAXTON 3500

49 rec. seats, centre sunken toilet, cont. door, aircraft type lockers, Int. brown, Ext. white, MoT May '98



1983 DAF DKFL PLAXTON PARAMOUNT 3200

51 rec. seats, p.o.d., Telma retarder, Int. autumn tint, Ext. white, MoT July '98

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- 1989 (PP) VOLVO B10M VAN HOOL ALIZEE, 53R seats, plus crew, belts fitted
- 1989 (F) MERCEDES 811D, 21 coach seats, rear slam doors, in Blackpool White
- 1984 (PP) DAF JONCKHEERE, P50, 49 exec
- 1983 (Y) MCW Integral coach, Cummins engine, manual G/box, 53 seats
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90 TRANSIT, LWB, 12 seat, diesel PSV

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88 MERC, 19 coach spec tested

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82 BEDFORD, 35 seat 8.5 metres

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88 DAF BERKHOF SBR 3000, 75 seat exec, d/deck, toilet, monitors, good trim ready to work, tested

89 DAF ALGARVE, TV - toilet

88 SANOS, exec (Merc), 49 - toilet, TV

88 DUPLÉ 425 DAF, ZF 7 speed, 55 recliners

89 MERC 811 OPTARE STARRIDER, coach spec 29 seats, P/D door

88 B10 PLAXTON 3500, 49 TV

88 NEOPLAN DOUBLE DECK, 77 seats Merc V10 manual

88 VOLVO DUPLÉ 320, 57 seats

87 VOLVO PLAXTON 3500, 49 seats

86 B10 ALGARVE retrimmed 49/53 Exec

86 PLAXTON 4000, Gardner auto, 71 seats

86 SCANIA TRIAXLE, 71 seats, double deck manual

85 SETRA, exec, 49, toilet, TV

84 VOLVO BERKHOF, 53 seats

84 DAF JONCKHEERE, 49 + toilet, retrimmed

83 B10 BERKHOF, 49 seats, toilet, TV

82 LEYLAND ATLANTIAN, 75 seat, SA, tested and new tyres

81 BRISTOL VR, lowdeck, Gardner, tested

77 VOLVO VIEWMASTER, 77 seats, ZF 6, tested

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1987 VOLVO B10M BERKHOF ESPRIT, 49 seats with belts in attractive fawn, courier seat, tinted windows, curtains, centre sunken toilet, continental door, wired for TV and video, straight exterior, blue in colour. Excellent performer.

1987 CAETANO OPTIMO 19 seater, seatbelts, reconditioned engine, white two pack, October 98 test

1985 MERCEDES 608D, 21 seater, high back seats in grey theme, goes very well, new test

1984 MERCEDES 608D, 19 high back seats with belts, fawn moquette, full soft trim, curtains, radio cassette, white exterior, February test

1981 LEYLAND LEOPARD, 11 metre express Dominant IV, fully repanelled, re-seated with belts, painted white

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1979 AEC, Dominant, 53 seaters, choice of 3, £2,500

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1987 MERCEDES 609D, 26 seater, MoT 8/98, £8,500

1987 OPTARE CITY PACER, 9 seats + wheelchairs with tail lift, MoT 11/98, £3,500

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★ 1987 LEYLAND DAF, 20 str, service spec

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★ 1984 BEDFORD YNT DUPL LASER, 53 seats

★ 1983 VOLVO B10M DUPL LASER, 51 seats

★ 1982 VOLVO B5 PLAXTON SUPREME V, 53 seater

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1996 VOLVO B10M MK IV VAN HOOL ALIZEE H 52 reclining seats, inswing power door, lift up lockers, fuel tank above rear axle, split windscreen, rear cont. door, o/s/r floor mounted toilet, seat belts, double glazed, blue curtains, black carpet, wired TV & video, radio/PA, exterior white, interior grey/ blue check, MoT14/01/99

1995 VOLVO B10M MK IV VAN HOOL ALIZEE H 49/53 reclining seats, plug door, full windscreen, hinged locker doors, Volvo fuel tanks, central sunken toilet, cont. door, blinds, ashtrays, magazine nets, black carpet, seat belts, no rear window, radio/PA, wired TV & video, exterior white, interior blue graffiti, MoT 20/10/98

1995 VOLVO B10M MK IV VAN HOOL ALIZEE H 49/53 reclining seats, plug door full windscreen, hinged locker doors, Volvo fuel tanks, centre sunken toilet, cont. door, blinds, ashtrays, magazine nets, black carpet, seat belts, radio/PA, wired TV & video, no rear window, exterior white, interior grey graffiti, MoT 15/10/98

1995 VOLVO B10M MK IV VAN HOOL ALIZEE H 49/53 reclining seats, full screen, plug power door, hinged locker doors, Volvo fuel tanks, nets plus ashtrays, centre sunken toilet, cont. door, water boiler top of toilet, seat belts, black carpet, rear window, red curtains, radio/PA, wired TV & Video, Exterior white, interior blue graffiti, MoT 30/04/98

1995 VOLVO B10M MK IV JONCKHEERE 45 51/53 reclining seats, inswing power door, centre sunken toilet, cont. door, double glazed, ashtrays, wired TV & video, seat belts, rear window, orange curtains, exterior white, interior grey/blue/red/orange, MoT

1993 VOLVO B10M MK III JONCKHEERE DEAUVILLE 49/53 reclining seats, horizontal split screen, top windscreen wipers, double glazed, blinds, ashtrays, black carpet, centre sunken toilet, cont. door, water boiler, inswing power door, no rear window, exterior white, interior grey/red, MoT 28/01/99

1993 VOLVO B10M MK III JONCKHEERE DEAUVILLE 49/53 reclining seats, horizontal split screen, top wind screen wipers, double glazed, blinds, ashtrays, black carpet, centre sunken toilet, cont door, water boiler, inswing power door, no rear window, exterior white, interior grey/red, MoT 19/04/98

1992 VOLVO B10M MK III PLAXTON 3200 LOW DRIVER 51 reclining seats, horizontal split screen, under floor luggage, power inswing door, n/s/r floor mounted toilet, seat belts, ashtrays, single glazed, red curtains, rear window, exterior white, interior grey/red/orange, MoT 21/03/98

1989 VOLVO B10M MK III VAN HOOL ALIZEE SH 49 reclining seats, centre sunken toilet, water boiler, brown curtains, brown carpet, ashtrays, magazine nets, single glazed, plug door, horizontal split screen, rear window, exterior silver/green/purple, interior fawn/red/orange, MoT 13/10/98

1985 VOLVO B10M MK I PLAXTON 3200 LOW DRIVER 53 reclining seats, horizontal split screen, under floor, luggage, inswing power door, Telma, rear window, ashtrays, orange curtains, single glazed, exterior white, interior red/orange/yellow, MoT 10/06/98

5x 1991 VOLVO B10M VAN HOOL ALIZEE MK III 53 reclining seats, double glazed, Telma, seat belts, auto lub, exterior white, interior brown, minimum 6 months MoT

1989 VOLVO B10M VAN HOOL ALIZEE 53 seats, courier seat, radio/PA, exterior blue/white, interior silver/blue, MoT February 1999

1987 VOLVO B10M VAN HOOL 53 seats, double glazed, Telma, exterior white, interior brown graffiti, MoT March 1998

END OF SEASON BARGAINS

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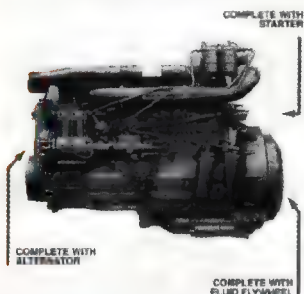
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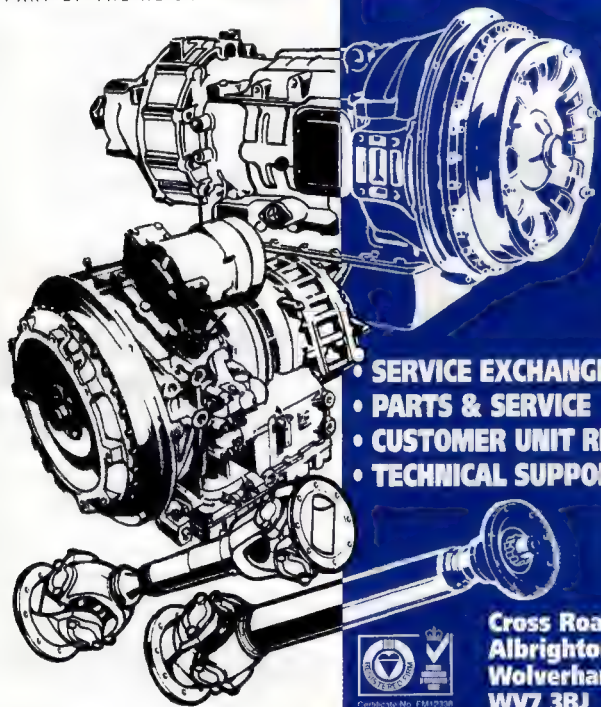
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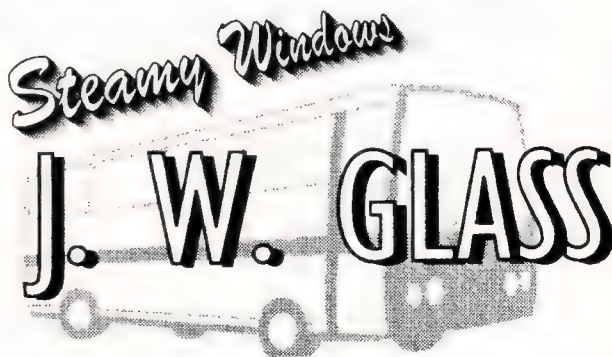
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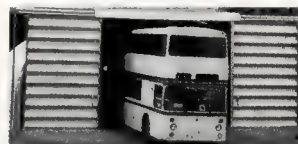
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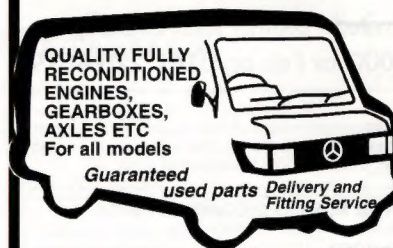
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Fleet Additions



Armchair take Palatine IIs

Armchair Passenger Transport has taken delivery of the first four of six 76 seater Volvo Olympian Palatine II double deckers which will operate on London tendered service 65 between Kingston and Ealing Broadway. They are the company's first new double deckers since 1991. During the past 18 months Armchair's fleet replacement has already seen the delivery of 38 Plaxton Pointers, 13 on standard Dart chassis and 25 on Dart SLFs.



Pointers for Guildford Park & Ride

The seven day a week Guildford Link Park & Ride service has been upgraded with six new Plaxton Pointers on Dennis Dart SLF chassis built in the town. The new buses replace lift equipped minibuses and are operated by Guildford & West Surrey Buses in partnership with Surrey County Council and Guildford Borough Council. A total of 24 similar buses is being delivered to the company including this sextet.

Products & Services

Stihl vacuum

Power tool manufacturer Stihl, better known for having invented the electric chainsaw, has turned its hand to producing a wide range of cleaning systems including power washers and now vacuum cleaners. The new SE60C is a universal high velocity vacuum cleaner which can be used not only to collect dust and coarse dirt, but also metal chips, broken glass and liquids.

The unit has an 18 litre capacity and a 1,200 watt motor which provides 160 millibars of vacuum pressure to draw 3,600 litres of air per minute. The air is passed through multiple filters and a special cyclone system distributes any dirt evenly in the container. It can be operated with or without filter bags and converts into a blower to blast dirt or rubbish out of inaccessible areas.

The unit is claimed to be exceptionally mobile and stable thanks to four castors on the underside. It features an integral toolbar to locate the range of cleaning accessories which includes inserts for the floor tool to switch between carpet or smooth floors, and a crevice cleaner. Each unit is supplied with a flexible hose and steel pipework. The SE60C is available from official Stihl dealers across the country, priced at £129 including VAT.



The Stihl SE60C.

Wrightsure appointment

Brian Hamilton has been appointed to the position of development director at Wrightsure Services, the specialist bus and coach insurers. Brian has been a registered broker for over 25 years, in which time he has worked for Lloyds and Provincial. More recently he has been closely involved in broking and risk management for operators within the coach & bus industry.



The Rochester Infobus.

Rochester Infobus

The City Infobus is a specially converted double-decker equipped with the latest technology by City of Rochester upon Medway so that it can give advice to residents living in the remoter parts of the city. Two driver/receptionists have been given a comprehensive training course to help them deal with the public and if they cannot answer a query immediately, they can get in contact with the Civic Centre via the phones and fax on the bus.

The bulk of enquiries are expected to be about eligibility for benefits and queries over Council Tax. A number of other agencies, including social services, Medway Housing Society and Medway

Unemployed Project have also expressed interest in becoming involved.

The bus will visit two villages or neighbourhood centres every weekday, working an eight-week rota, and posters will go up to encourage residents to make use of this facility. When not out and about offering information to residents, the bus doubles up as a mobile exhibition centre.

The project cost £70,000 but will allow the council to make significant savings both in the cost of renting accommodation in the villages and neighbourhood centres, which would have been the alternative, and in the cost of hiring exhibition trailers to take to shows and events.

Warwick cleaning

Warwick Power Washers of Cardiff has introduced the HX-S heavy duty hot water pressure washer which the company says is designed to tackle all heavy duty cleaning tasks.

The HX-100S which features a dimpled stainless steel cover is a 240v machine with 90 bar of pressure and 12.5L of water flow per minute at the nozzle. A 110v model is planned for the hire trade whilst three phase models, the 160S and 180S, will shortly be available and will feature 160 bar and 180 bar of pressure, 18L and 15L of water flow, respectively.

All models will include a new style Warwick heavy duty Triplex pump with ceramic pistons and stainless steel valves driven by a standard speed 1400rpm motor. Other features are an efficient boiler, with adjustable thermostatic control and safety valve, which will

provide hot water up to 130 degrees centigrade, and a burner delay/boiler purge which avoids smoky starts and keeps emissions low.

The company says that other features are operator friendly controls linked with Warwick's safety systems such as 24v controls, automatic stop/start with time delay, high pressure chemical injection linked to a removable 10L detergent tank, integral fuel tank and double breakwater tank that exceeds Water Research Council requirements. Quick release couplings are fitted to the inlet and outlet plus the hose, gun and lance. Dimensions for the unit are 130mm long, 724mm wide and 800mm high with a weight of 225kg.

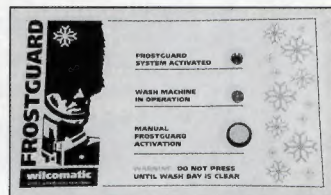
Warwick Power Washers is based at Pengam Road, Cardiff, CF2 2XL. Tel: 01222 498212, Fax: 01222 490470.

Wilcomatic introduce Frostguard

Wilcomatic, supplier of vehicle wash systems has introduced Frostguard which it says is a low temperature protection system which accurately measures temperatures and comes into action automatically to ensure that vehicle wash equipment is protected from frost damage.

The system works by dissipating the water using a double burst of compressed air twenty seconds apart. It is activated whenever the temperature drops below the selected temperature, normally one or two degrees above freezing. The pre-programmed control unit is located in the vehicle wash plant room, and operates automatically. The company claims that the continuous monitoring of the wash bay temperature ensures that the wash equipment is protected against frozen pipe-work, reducing repair costs and ensuring maximum operating time.

Further information is available from Sales Director Neil Pattimore, Wilcomatic, 123 Beddington Lane Croydon, Surrey, CR9 4 NX. Tel: 0181 684 9900, Fax: 0181 6832 0270.



Frostguard low temperature protection system.

New chief for Institute of Road Transport Engineers

The Institute of Road Transport Engineers has appointed a new Chief Executive. Philip Corp takes on the role from Alan Stroud who retires this month. Philip has recently completed a distinguished career in the Army as Director General of Equipment Support. He had responsibility for most aspects of the Army's equipment assets.

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- Comfort:** Carpets to aisle and stairs. Tinted double glazing with curtains. Overhead parcel shelf with two lockers. Webasto with timer. Servery unit with water boiler, stairwell fridge and generous storage. Ultra-hygienic o/s moulded washroom with recirculatory toilet including basin and towel dispenser (centre or rear sunken). Continental door.
- Entertainment:** Blaupunkt radio/pa/cassette with RDS (two microphones).
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